
Attachment 9
(Revised 1/31/18)

Special Notes – NYSDOT Specific Projects

Bituminous Concrete Hot Mix Asphalt - VPP
(2018 NYSDOT Specific Projects)
(State & Federal Funded)

IFB# 23113

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SECTION 1: HOT MIX ASPHALT – (SPECIFIC CLAUSES)

1.1 Material Descriptions

The following are the material descriptions of Superpave HMA items that may be included in this contract:

Materials Designation	Description
402.017903	Truing & Leveling F9, 70 Series Compaction
402.018903	Truing & Leveling F9, 80 Series Compaction
402.058903	Shim Course F9
402.095203	9.5 F2, 50 Series Compaction
402.096103	9.5 F1, 60 Series Compaction
402.096203	9.5 F2, 60 Series Compaction
402.096303	9.5 F3, 60 Series Compaction
402.097103	9.5 F1, 70 Series Compaction
402.097203	9.5 F2, 70 Series Compaction
402.097303	9.5 F3, 70 Series Compaction
402.098303	9.5 F3, 80 Series Compaction
402.098903	9.5 F9, Shoulder Course, 80 Series Compaction
402.126103	12.5 F1, 60 Series Compaction
402.126203	12.5 F2, 60 Series Compaction
402.126303	12.5 F3, 60 Series Compaction
402.127103	12.5 F1, 70 Series Compaction
402.127203	12.5 F2, 70 Series Compaction
402.127303	12.5 F3, 70 Series Compaction
402.128903	12.5 F9, Shoulder Course, 80 Series Compaction
402.196903	19 F9, 60 Series Compaction
402.197903	19 F9, 70 Series Compaction
402.256903	25 F9, 60 Series Compaction
402.257903	25 F9, 70 Series Compaction
402.06810318	6.3 F1, Superthin HMA, 80 Series Compaction
402.06820318	6.3 F2, Superthin HMA, 80 Series Compaction
402.06830318	6.3 F3, Superthin HMA, 80 Series Compaction
402.000013	Plant Production Quality Adjustment to HMA Items
402.000023	Pavement Density Quality Adjustment to HMA Items
402.000053	Test Section Adjustment to HMA Items

1.2 Pre-Paving Conference

The vendor shall schedule a Pre-Paving Conference with the affected Resident Engineer within one month after the award of the Contract and at least two weeks prior to the start of paving. At this conference the vendor shall present Certificates of Insurance evidencing compliance with the additional insurance requirements, their proposed paving schedule, equipment, proposed tack coat application procedure and paving procedure, and Work Zone Traffic Control Plan to the State for approval. At least one week prior to the start of paving, the vendor shall coordinate the details of the paving with the Resident Engineer.

1.3 Supervision

The Department of Transportation shall provide supervision for the paving operation. The Resident Engineer shall designate a Paving Supervisor and that person shall be in responsible charge of the operation. The following portions of Section 105 - CONTROL OF WORK of the Standard Specifications shall apply to these projects: 105-01 ENGINEER'S AUTHORITY, 105-05 VENDOR RESPONSIBILITY, 105-06 COOPERATION WITH UTILITIES AND OTHER CONTRACTORS.

1.4 Work Hours

Work shall not be permitted on Sundays and NYS Holidays. If the contractors desire to work overtime on other days, dispensation from NYS Labor Department must be obtained using Department of Labor Form PW-30 (06/17). Night work is prohibited unless agreed to by the Contractor and NYS Department of Transportation. All Overtime Dispensations requests shall be submitted to the Resident Engineer or his/her designee at the preconstruction meeting.

1.5 Restoration of Disturbed Areas

During the course of the work the vendor shall take reasonable care not to disturb areas outside the existing pavement. Any areas disturbed by the vendor shall be returned to their original condition at no expense to the State. Any and all debris generated as part of the work shall be removed by the vendor upon completion of the project.

1.6 Tack Coat

The vendor shall provide and apply bituminous tack coat to all existing hot mix asphalt pavement surfaces to be overlaid in this contract (and to all hot mix asphalt pavement surfaces included in this contract that will be overlaid by this contract). Tack coat shall meet the material requirements in Section 407-2 of the Standard Specifications. The application of tack coat shall comply with Section 407-3 of the Standard Specifications. **Tack coat shall be paid under its own item in gallons.**

1.7 Construction Details

The construction details shall comply with the requirements specified in Subsections 401-3.01, 402-3 and 407-3 of the Standard Specifications. The Paving Supervisor shall have sole responsibility for determining compliance with the specifications. All orders given to the vendor regarding construction details shall be considered final. The pavement thicknesses and lane and shoulder widths shall be as specified elsewhere in this Invitation for Bids.

1.8 Attention: Special Note - Conditioning

The vendor will not be responsible for the initial conditioning of the existing pavement and shoulder surfaces as described in Section 402-3.05 of the NYSDOT Standard Specifications. Patching, joint repair, crack filling and the initial surface cleaning will be done by NYSDOT forces prior to the VPP project. However, once the VPP overlay placement begins, the vendor is responsible for keeping the pavement and shoulders clean until the overlay operations are completed, as per Section 633-3.01 of the NYSDOT Standard Specifications.

1.9 Work Zone Traffic Control

The vendor shall be responsible for Work Zone Traffic Control. Traffic shall be controlled in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and Sections 619-1 through 619-3 of the Standard Specifications as described herein including modifications to the Standard Specifications. The vendor shall submit a Work Zone Traffic Control Plan for approval to the Resident Engineer at the Pre-Paving Conference. For two-way roadways, Figures TAST-C1R, TAST-C2R, TAST-C3R, TAST-C4R, TAST-C5R, TAST-C7R, TAST-C1UL, TAST-C2UL, TAST-C3UL, TAST-C4U, TAST-C7UL, TAST-C1UH, TAST-C2UH, TAST-C3UH, and TAST-C7UH included in this document may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way roadways, Figures TAST-C5UL, TAST-C6UL, TAST-C8UL, TAST-C5UH, TAST-C6UH, and TAST-C8UH may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, Figures TAST-E1, TAST-E2, TAST-E3, TAST-E4, TAST-E5, TAST-E6, and TAST-E7 may be used as a basis for development of a Work Zone Traffic Control Plan.

All necessary flaggers for Work Zone Traffic Control shall be provided by the vendor. For two-way roadways, a minimum of three flaggers shall be provided while the paving operation is underway. One shall be stationed at each end of the operation and one shall be stationed with the paver. For one-way roadways, a minimum of two flaggers shall be provided while the paving operation is underway. One shall be stationed at the beginning of the operation and one shall be stationed with the paver. The vendor shall station flaggers such that communication is maintained between the flaggers. Hand signals, radios, pilot vehicles or some other means of communication may be used subject to the approval of the Resident Engineer.

All costs for Work Zone Traffic Control including flagging, temporary pavement marking and/or delineation, and construction signs are included in the price per ton. No separate payment shall be made.

Major intersecting roads are defined as through State, County, Town, Village, or City roads. The Contractor may provide Portable signs as shown in Figure 6F-2 of the MUTCD and meeting the requirements of Section 619 of the Standard Specifications for lane closures during work hours. Signs left active at night shall be rigid and reflectorized in accordance with the Standard Specifications.

With prior permission of the State's Resident Engineer, the contractor may provide portable signs as shown in Figure 6F-2 of the MUTCD for the DO NOT PASS and NO CENTER LINE signs referenced in Section *Special Note - Temporary Pavement Markings*. The contractor shall be responsible for assuring that these signs will be in their upright, visible positions twenty-four hours a day, seven days a week while 2' x 4" temporary yellow markings are used instead of full barrier pavement markings.

(Continues next page)

1.9 Work Zone Traffic Control (Cont'd)

The Contractor shall provide construction signs as specified in Section 619-1 through 619-3 of the Standard Specifications and in the MUTCD. At a minimum, the Contractor shall install the following permanent construction signs.

SIGN	MINIMUM SIZE	LOCATION
ROAD WORK NEXT _____ MILES	<u>G20-1</u> Conventional 36" x 18" Freeways 48" x 24"	On main line upstream of project in each direction.
END ROAD WORK	<u>G20-2</u> Conventional 36" x 18" Freeways 48" x 24"	On main line after end of project in each direction.
ROAD WORK AHEAD	<u>W20-1</u> Conventional 36" x 36" Freeways 48" x 48"	On main line in advance of the affected highway segment in each direction and on major intersecting roads 300 -500 feet in advance of main line. Sign should be covered if it conflicts with temporary signing in the vicinity. (Place between the G20-1 and the first warning sign that states condition- i.e. W8-12, W8-9 or W8-15)
DO NOT PASS	<u>R4-1</u> Conventional 24" x 30"	If 2' x 4" temporary yellow markings are used instead of full barrier centerline pavement markings, place the first sign at or within 100 feet of the beginning of the unmarked area, second within 1,000 feet and subsequent signs, spaced every ½ mile along project in each direction.
NO CENTER LINE	<u>W8-12</u> Conventional 36" x 36"	If 2' x 4" temporary yellow markings are used instead of full barrier centerline pavement markings, place the first sign in advance of the condition and the first "DO NOT PASS" sign: 300' urban is preferred (100' minimum), 500' rural is preferred (200' minimum). Place additional signs spaced every 2 miles on mainline in each direction and after every major intersecting road.
LOW SHOULDER	<u>W8-9</u> Conventional 36" x 36" Freeways 48" x 48"	Place on mainline spaced every 2 miles along project in each direction and after every major intersecting road until shoulder back-up is installed (if conditions warrant use, place between the W8-12 and R4-1, maintaining a minimum of 200' between signs for rural roads and 100' on urban. The W8-12 can be moved upstream to accommodate the required spacing).
GROOVED PAVEMENT	<u>W8-15</u> Conventional 36" x 36" Freeways 48" x 48"	On any roadway 500 feet in advance of rebates milled under this contract, but not paved. Remove or cover after paving rebate.

**All signs should maintain an absolute minimum spacing of 200' rural or 100' urban. 500' is preferred on rural and 300' is preferred on urban. Double stacking of any of the above signs, or combination thereof, will NOT be permitted.

1.9.1 Special Note - Temporary Pavement Markings

The contractor shall install and maintain temporary pavement markings on any paved surface without permanent pavement markings before opening it to traffic, before nightfall or before the end of the work day, whichever comes soonest except for areas that are open during the work shift with channelizing devices or flaggers. Temporary pavement markings shall meet the requirements of Section 619 of the Standard Specifications except that two-lane, two-way highways may be left without full barrier centerlines in no passing zones for a maximum of 7 calendar days provided that NO CENTER LINE (W8-12, black on orange), NO PASSING ZONE (W14-3, black on orange pennant shaped sign), and DO NOT PASS (R4-1) signs are used consistent with the MUTCD and in conjunction with yellow 2 foot by 4 inch pavement markings consisting of retro-reflective removable pavement marking tape, paint or yellow temporary overlay markers installed on a 40 ft. cycle to delineate the centerline location.

The State is responsible for the final pavement markings unless otherwise indicated in the contract. If the vendor chooses to install NO CENTER LINE and DO NOT PASS signs and temporary yellow 2 foot by 4 inch pavement markings in lieu of full barrier centerline markings, the signs shall be left in place until the State has completed installing the final pavement markings. The State will normally complete final pavement markings within 7 days of the project completion. However, if unavoidable situations delay the pavement marking installation the signs shall remain in place for 14 calendar days after the project has been completed or until the State has completed installing the final pavement markings, whichever comes first. If permanent pavement marking cannot be installed within 14 days of the project completion, State must install interim pavement marking including center lines, edge lines, stop bars, and simple crosswalks with no hatching before the end of 14 days after project completion.

1.9.2 Hot Mix Asphalt Overlay Splice (Rebate)

The vendor shall install hot mix asphalt overlay splices (pavement terminations) as per the Detail of Hot Mix Asphalt Overlay Splice (see next page). Hot mix asphalt overlay splices shall be installed at the areas indicated in the Location Table for Hot Mix Asphalt Overlay Splices. The cost for sawcutting, milling rebates and cleaning pavement in the splice area shall be included in the price bid per ton of bituminous concrete. Tack coat shall be paid under its own item as specified elsewhere. No separate payments shall be made for hot mix asphalt overlay splices.

Immediately after the hot mix asphalt overlay splices are milled, a temporary asphalt ramp shall be constructed. A cone or drum shall be installed at the ramp. If the rebate is left in place at night a drum equipped with a Type A flashing warning light shall be used and the ramp sloped in accordance with Table 619-1. No separate payment shall be made for the ramps. The cost shall be included in the price bid per ton of bituminous concrete.

Where rebates are milled and ramps are constructed and traffic is to ride on the milled pavement for more than the one work day in which the rebate is milled, GROOVED PAVEMENT signs (W8-15) shall be installed on the right side of the roadway, 500 feet upstream of the rebate location. No separate payment shall be made for the GROOVED PAVEMENT sign. The cost shall be included in the price bid per ton of bituminous concrete.

1.9.3 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Invitation for Bids:

Channelizing Device Spacing Reduction

A maximum channelizing device spacing of 40 feet shall be provided at stationary work sites where workers are exposed to traffic. This spacing shall be maintained a reasonable distance upstream of workers, and shall be used throughout the work zone.

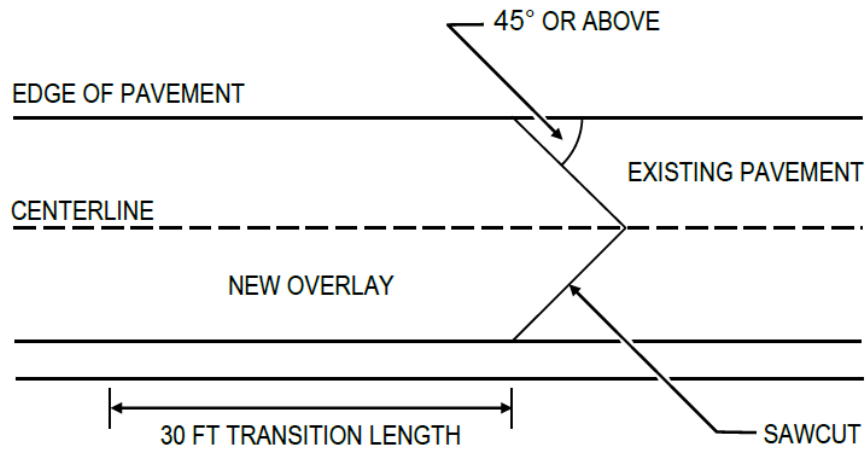
Where tapers are located less than 500 feet from the work site, the 40 foot spacing shall be used in the taper as well.

Drums or vertical panels are preferred for long-term stationary and intermediate-term stationary work zones, and at any locations where the risk of intrusion is high. Traffic cones are normally adequate for work zones set up and removed on a daily basis.

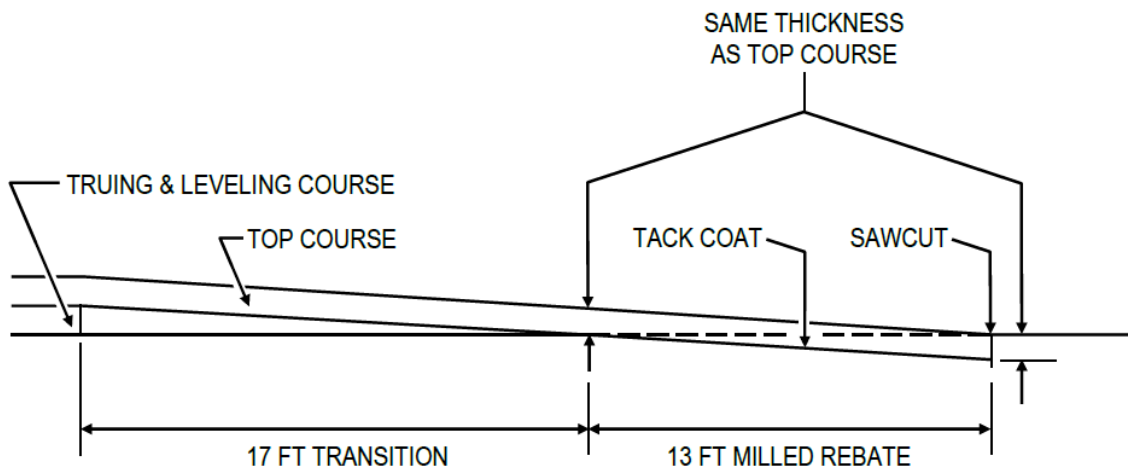
In long lane or shoulder closures, at least two channelizing devices shall be placed transversely at maximum 800 foot intervals to discourage traffic from driving through the closed lane. Transversely placed devices are not required where pilot vehicles are in use.

Frequent checks shall be made to reset channelizing devices dislodged by traffic.

DETAIL OF HOT MIX ASPHALT OVERLAY SPLICE



PLAN



SECTION

Flagger Station Enhanced Setups

Additional cones and a flag tree meeting section 6F.62 of the MUTCD shall be used upstream of flagger stations to provide added warning to drivers. These devices shall be used for flagger stations except those that are constantly moving or are in use at one location for no more than a few minutes. If the W20-7a Flagger sign is required, the additional cones and flag tree shall also be used. If the flaggers move with the paving operation, the vendor shall ensure that appropriate distances are maintained between the flagger sign series, flag tree and the flaggers. The W20-7 flagger sign shall be a minimum of 300 feet and a maximum of 2,000 feet in advance of the flagger. If two or more sets of signs on an approach are used to maintain appropriate distances, when the operation progresses to the point where the next set of flagger warning signs is activated, the original signs shall be deactivated by removal, turning away from traffic or laying them down in a manner that does not pose a roadside hazard for passing vehicles. Only one series of flagger warning signs per approach shall normally be visible to traffic.

For additional details on Flagger Station Enhanced Setups, see Work Zone Traffic Control Drawings in this Invitation for Bids.

1.9.4 Temporary Rumble Strips

Description

This work shall consist of the installation, maintenance and subsequent removal of temporary rumble strips in paving work zones where indicated in the Invitation for Bids or as directed by the Engineer.

Materials

Rumble strips shall be either constructed in place from a raised strip of asphalt concrete or constructed in place with removable pavement marking tape.

Raised removable tape rumble strips shall be formed by applying four layers of removable black non-reflectORIZED removable pavement marking tape. The tape shall be applied to a clean, dry pavement surface in accordance with the manufacturer's recommendations. The pavement surface shall be cleaned with compressed air just prior to application of the tape.

Raised asphalt rumble strips shall be formed from hot mix asphalt meeting the requirements of Items 402.058903 or 402.098903. Tack coat meeting the requirements of Item 407.0102 Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45F or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

Temporary rumble strips shall be placed in a succession of three 6 Strip Patterns according to the attached "Suggested Layout Details - Temporary Rumble Strips". Each strip shall be placed on 10 foot centers and traversing the full width of each travel lane. On curbed roadways, rumble strips shall end a minimum of 3 feet from the curb so as to not interfere with drainage. Rumble strips shall be between 6 inches and 9 inches in width and have a final compacted thickness of 0.4 inches \pm 0.1 inches.

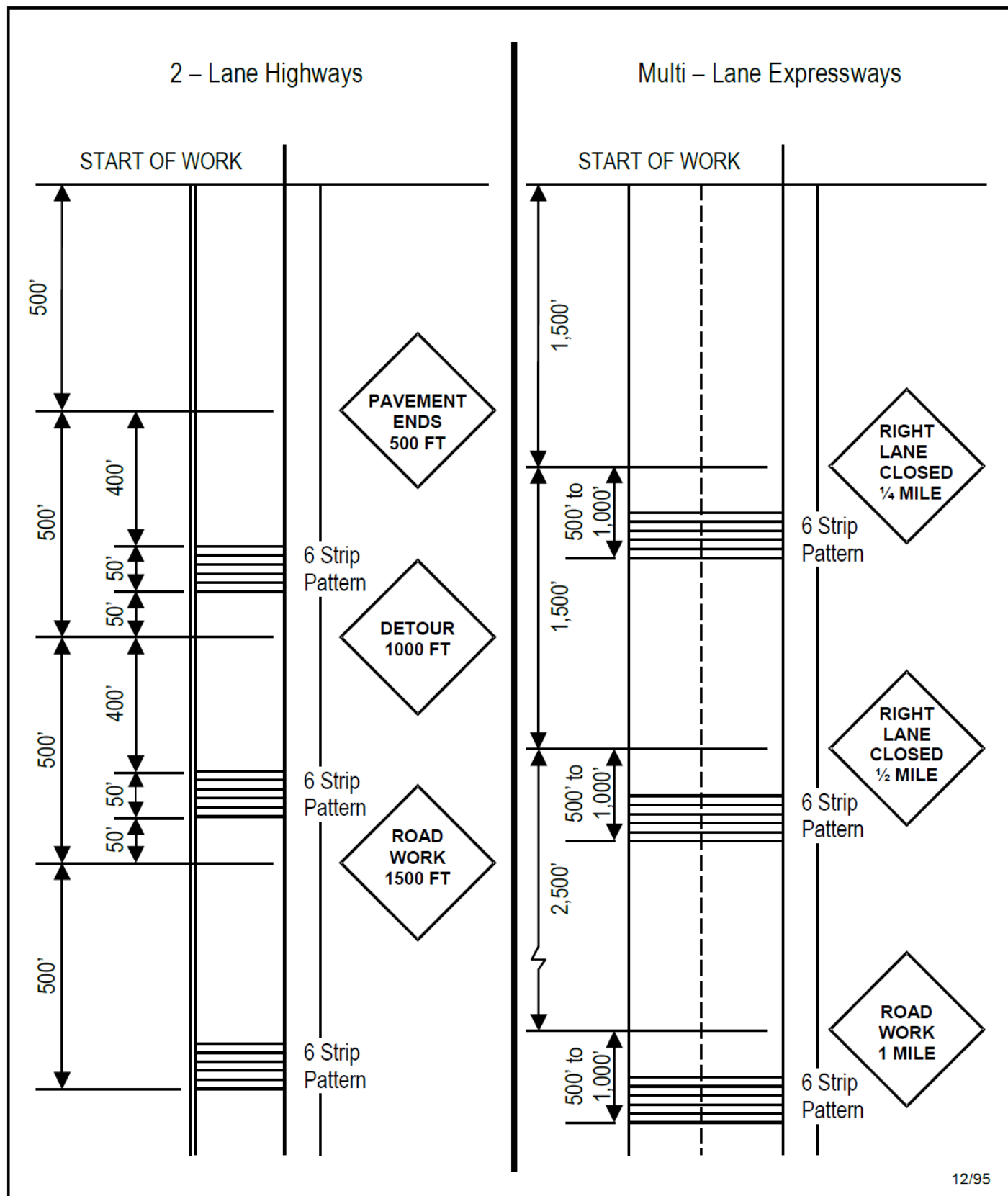
Any raised rumble strips that fail to adhere to the pavement, or become damaged or flattened such that, in the opinion of the Engineer, they are no longer performing their intended function, shall be replaced or repaired by the Contractor to the satisfaction of the Engineer. Any associated damage to the pavement shall also be repaired by the Contractor to the satisfaction of the Engineer. These replacements or repairs shall be made at no additional expense to the Purchasing Agency.

When directed by the Engineer, (e.g., prior to the start of the winter plowing season), or prior to the placement of successive pavement courses, the Contractor shall completely remove the rumble strips from the pavement. Rumble strips shall be removed upon completion of work and concurrently with the removal of other temporary traffic control signs and devices. Any pavement that is damaged in the process of removing the rumble strips shall be repaired by the Contractor to the satisfaction of the Engineer at no additional expense to the Purchasing Agency.

Basis of Payment

All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton. No separate payment shall be made.

Suggested Layout Details -- Temporary Rumble Strips



1.10 Contract Bonds

The Contractor shall provide the State with a Labor and Materials Bond from a Surety Company listed on the U.S. Department of the Treasury listing of Approved Sureties (Treasury Department Circular 570) and licensed to do business in New York State, and with a minimum rating by A.M. Best of (A-) in the “best’s Key Rating Guide”. Treasury Department Circular 570 can be found on the U.S. Department of the Treasury website at www.fms.treas.gov/c570/index.html.

The Contractor shall procure and deliver the bond to the State at the Pre-Paving Conference referenced in Section *Pre-Paving Conference* and shall maintain it at its own expense and without expense to the State during the Contract and until three months after the OGS contract ending date. If the contract is extended, the Labor and Materials Bond shall be extended until three months after the new contract ending date. The Surety Company shall append a statement of its financial condition and a copy of the resolution authorizing the execution of Bonds by the officers of the Company to the bond.

1.10.1 Labor and Material Bond

The Contractor shall provide a bond in the form prescribed by the Commissioner of the New York State Department of Transportation (NYSDOT), shown in the NYSDOT Standard Specification for Design and Construction, Sub-Section 103-08 Sample Form of Labor and Material Bond, with sufficient sureties, approved by said Commissioner, guaranteeing prompt payment of monies due all persons supplying the Contractor with labor and materials employed and used in carrying out the contract, which bond shall inure to the benefit of the persons supplying such labor and materials. The amount of the Labor and Material Bond shall be 100% of the amount of the total contract bid price.

1.10.2 Labor and Material Bond Example

See the sample Labor and Materials Bond language below.

S A M P L E (page 1 of 2)

103-08 SAMPLE FORM OF LABOR AND MATERIAL BOND

KNOW ALL PERSONS BY THESE PRESENTS, that _____
(Name of Contractor)

(Address)
(hereinafter called the "Principal") and the

_____ a corporation created and existing under the laws of the State of _____ having its principal office in the City of _____ (hereinafter called the "Surety"), are held and firmly bound unto the People of the State of New York (hereinafter called the "State") by and through its Department of Transportation (hereinafter called the "Department"), in the full and just sum of [Total Contract Bid Price or the "A Portion" of Total Contract Bid Price Dollars (\$.....)] good and lawful money of the United States of America, for payment of which said sum of money, well and truly to be made and done, the said Principal binds itself, its heirs, executors and administrators, successors and assigns, and the said Surety binds itself, its successors and assigns jointly and severally, firmly by these presents:

WHEREAS, said Principal has entered into a certain written contract, on the ____ day of _____, 20____ with the Department of Transportation, 50 Wolf Road, Albany, New York 12232.

(Project Description)

In the county/counties of which constitutes Contract No. NOW, THEREFORE, the condition of this obligation is such, that if the said Principal shall promptly pay all monies due to all persons furnishing labor or materials to it or its SubContractors in the prosecution of the work provided for in said contract, then this obligation shall be void, otherwise to remain in full force and effect; Provided, however, that the Comptroller of the State of New York having required the said Principal to furnish this bond in order to comply with the provisions of Section 137 of the State Finance Law, all rights and remedies on this bond shall inure solely to such persons and shall be determined in accordance with the provisions, conditions and limitations of said Section to the same extent as if they were copied at length herein; and Further, provided, that the place of trial of any action on this bond shall be in the county in which the said contract was to be performed, or if said contract was to be performed in more than one county then in any such county, and not elsewhere.

IN TESTIMONY WHEREOF, the said Principal has hereunto set his/her (their, its) hand and the said Surety has caused this instrument to be signed by its authorized officer, the day and year above written.

Signed and delivered ____ day of _____ 20____ in the presence of

(Company)

By _____) Principal
(Signature)

(Title)

(Company)

By _____) Surety
(Signature)

(Title of Authorized Officer)

(The Surety Company shall append a single copy of a statement of its financial condition and a copy of the resolution authorizing the execution of Bonds by officers of the Company to the bond(s).

S A M P L E (page 2 of 2)

103-08 SAMPLE FORM OF LABOR AND MATERIAL BOND

(Acknowledgment of principal, unless it be a corporation)

STATE OF NEW YORK ss. :

COUNTY OF _____

On this _____ day of _____ 20 ____, before me personally came _____ to me known and known to me to be the person described in and who executed the foregoing instrument and acknowledged that he/she executed the same.

Notary Public

(Acknowledgment of principal, if a corporation)

STATE OF NEW YORK ss. :

COUNTY _____

On this _____ day of _____ 20 ____, before me personally came _____ to me known and known to me to be the person, who being by me duly sworn, did depose and say that he/she resides in _____ that he/she is the _____ of the _____ the corporation described in and which executed the foregoing instrument; and that he/she signed his/her name thereto by order of the Board of Directors of said Corporation.

Notary Public

(Acknowledgment of Surety Company)

STATE OF NEW YORK ss. :

COUNTY OF _____

On this _____ day of _____ 20 ____, before me personally came _____ to me known and known to me to be the person, who being by me duly sworn, did depose and say that he/she resides in _____ that he/she is the _____ of the _____ the corporation described in the foregoing instrument; and that he/she signed his/her name thereto by order of the Board of Directors of said Corporation.

Notary Public

State Of New York Office of the Attorney General

I hereby approve the foregoing contract and bond as to form and manner of execution.

SECTION 2: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS)

2.1 Funding Source

The following projects will be funded by **Federal Aid**:

Projects 1V1821, 1V1822, 1V1851, 1V1871, 1V1881, 360342, 360360, 360361, 360362, 360373, 360374, 360375, 360378, 360382, 5V1811, 5V1812, 5V1813, 5V1814, 5V1821, 5V1822, 5V1823, 5V1824, 5V1831, 5V1832, 5V1841, 5V1842, 5V1851, 6V1741, 6V1842, 6V1911, 6V1913, 6V1931, 6V2031, 7V1711, 7V18W1, 7V18W2, 7V18W4, 7V1811, 7V1813, 7V1821, 7V1822, 7V1823, 7V1830, 7V1831, 7V1832, 7V1833, 7V1841, 7V1842, 7V1843, 7V1851, 7V1852, 7V1853, 7V1854, 9V1821, 9V1824, 9V1864, and 9V1866.

The following projects will be 100% **State funded**:

Projects 360348, 360364, 360367, 360384, 360385, 360386, 423709, 7V1855, 881404, and 9V1863.

2.2 Project Locations

The specific locations for all projects listed in this Invitation for Bids can be found in Attachment 1 - *Pricing*.

2.3 Special Note - Coordination with Cold Recycling Projects

Prior to HMA overlay, Projects 1V1821, 1V1822, 1V1851, 1V1871, 1V1781, 360342, 360348, 360362, 360364, 360367, 360384, 360386, 6V1741, 6V1842, 6V1931, 6V2031, and 9V1866 involve cold recycling through separate contractor(s). These VPP overlay projects require that the paving contractor coordinates their work with the corresponding cold recycling contractor to allow required curing period before placing the HMA overlay as well as to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

2.4 Special Note – PG Binder and Mix Design Level

2.4.1 PG 64S-22

Requirements of this note apply to all Section 402 and Section 404 Asphalt (HMA and WMA) items in this contract as outlined in Section *Superpave Hot Mix Asphalt Design Criteria* table.

PG Binder

Use a **PG 64S-22** (Standard) meeting the requirements of AASHTO M 332, *Standard Specification for Performance Graded Asphalt Binder using Multiple Stress Creep Recovery (MSCR)*, for the production of hot mix asphalt mixtures for this project. Terminal Blend Crumb Rubber modifier may be used for this PG binder.

When terminal blend CRM PG binder is used, the following shall apply:

- Crumb rubber particles shall be finer than #30 sieve size.
- The CRM PG binder shall be storage-stable and homogeneous.
- The Dynamic Shear Rheometer (DSR) shall be set at 2-mm gap.
- The CRM PG binder shall be 99% free of particles retained on the 600 µm sieve as tested in accordance with Section 5.4 of M 332.

Use of polyphosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures under this contract. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification.

Mix Design

The mixture designs must be developed in accordance with the criteria specified in the HMA items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Hot Mix Asphalt Design Criteria* table.

Note: The PG binder for this project may be modified with CRM additives to meet the requirements stated above. Handling of the HMA shall be discussed at the pre-paving meetings

(Continues next page)

2.4.2 PG 64V-22

Requirements of this note apply to all Section 402 and Section 404 Asphalt (HMA and WMA) items in this contract as outlined in Section *Superpave Hot Mix Asphalt Design Criteria* table.

PG Binder

Use polymer or Terminal Blend Crumb Rubber modified **PG 64V-22** (Very High) meeting the requirements of AASHTO M 332, *Standard Specification for Performance Graded Asphalt Binder using Multiple Stress Creep Recovery (MSCR)*, for the production of hot mix asphalt mixtures for this project. In addition, the binder grade must also meet the **elastomeric** properties as indicated by one of the following equations for %R_{3.2}:

1. For $J_{nr3.2} \geq 0.1$, $\%R_{3.2} > 29.371 * J_{nr3.2}^{-0.2633}$
2. For $J_{nr3.2} < 0.1$, $\%R_{3.2} > 55$

Where: R_{3.2} is % recovery at 3.2 kPa

J_{nr 3.2} is the average non-recoverable creep compliance at 3.2 kPa.

When terminal blend CRM PG binder is used, the following shall apply:

- Crumb rubber particles shall be finer than #30 sieve size.
- The CRM PG binder shall be storage-stable and homogeneous.
- The Dynamic Shear Rheometer (DSR) shall be set at 2-mm gap.
- The CRM PG binder shall be 99% free of particles retained on the 600 µm sieve as tested in accordance with Section 5.4 of M 332.

Use of polyphosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures under this contract. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification.

Mix Design

The mixture designs must be developed in accordance with the criteria specified in the HMA items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Hot Mix Asphalt Design Criteria* table.

Note: The PG binder for this project will be modified with polymer or CRM additives to meet the requirements stated above. Handling of the HMA shall be discussed at the pre-paving meetings.

2.4.3 PG 64H-22

Requirements of this note apply to all Section 402 and Section 404 Asphalt (HMA and WMA) items in this contract as outlined in Section *Superpave Hot Mix Asphalt Design Criteria* table.

PG Binder

Use a **PG 64H-22** (High) meeting the requirements of AASHTO M 332, *Standard Specification for Performance Graded Asphalt Binder using Multiple Stress Creep Recovery (MSCR)*, for the production of hot mix asphalt mixtures for this project. Terminal Blend Crumb Rubber modifier may be used for this PG binder.

When terminal blend CRM PG binder is used, the following shall apply:

- Crumb rubber particles shall be finer than #30 sieve size.
- The CRM PG binder shall be storage-stable and homogeneous.
- The Dynamic Shear Rheometer (DSR) shall be set at 2-mm gap.
- The CRM PG binder shall be 99% free of particles retained on the 600 µm sieve as tested in accordance with Section 5.4 of M 332.

Use of poly-phosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures containing limestone, limestone as an aggregate blend component, limestone as a constituent in crushed gravel aggregate, or recycled asphalt pavement (RAP) that includes any limestone. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification.

Mix Design

The mixture designs must be developed in accordance with the criteria specified in the HMA items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Hot Mix Asphalt Design Criteria* table.

Note: The PG binder for this project may be modified with CRM additives to meet the requirements stated above. Handling of the HMA shall be discussed at the pre-paving meetings.

2.4.4 PG 64E-22

Requirements of this note apply to all Section 402 and Section 404 Asphalt (HMA and WMA) items in this contract as outlined in Section *Superpave Hot Mix Asphalt Design Criteria* table.

PG Binder

Use polymer or Terminal Blend Crumb Rubber modified **PG 64E-22** (Extreme) meeting the requirements of AASHTO M 332, *Standard Specification for Performance Graded Asphalt Binder using Multiple Stress Creep Recovery (MSCR)*, for the production of hot mix asphalt mixtures for this project. In addition, the binder grade must also meet the **elastomeric** properties as indicated by one of the following equations for %R_{3.2}:

1. For $J_{nr3.2} \geq 0.1$, $\%R_{3.2} > 29.371 * J_{nr3.2}^{-0.2633}$
2. For $J_{nr3.2} < 0.1$, $\%R_{3.2} > 55$

Where: R_{3.2} is % recovery at 3.2 kPa

J_{nr 3.2} is the average non-recoverable creep compliance at 3.2 kPa.

When terminal blend CRM PG binder is used, the following shall apply:

- Crumb rubber particles shall be finer than #30 sieve size.
- The CRM PG binder shall be storage-stable and homogeneous.
- The Dynamic Shear Rheometer (DSR) shall be set at 2-mm gap.
- The CRM PG binder shall be 99% free of particles retained on the 600 µm sieve as tested in accordance with Section 5.4 of M 332.

Use of poly-phosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures containing limestone, limestone as an aggregate blend component, limestone as a constituent in crushed gravel aggregate, or recycled asphalt pavement (RAP) that includes any limestone. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification.

Mix Design

The mixture designs must be developed in accordance with the criteria specified in the HMA items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Hot Mix Asphalt Design Criteria* table.

Note: The PG binder for this project will be modified with polymer or CRM additives to meet the requirements stated above. Handling of the HMA shall be discussed at the pre-paving meeting.

2.5 Special Note – Optional Use of Warm Mix Asphalt (WMA) Technologies

The contractor has the option of using an Approved WMA Technology in the production of all 402, *Hot Mix Asphalt (HMA)* items, except *SUPERPAVE HMA with Ice Retardant* items, *Waterproofing Bridge Deck HMA* items, and *Paver-Placed Surface Treatment* items, at no additional cost to the State.

If the contractor chooses to use a WMA technology, the provisions of §401 and §402 shall apply including the following:

1. Use an approved technology appearing on the Approved List for *Technologies for Warm Mix Asphalt*. Design a mixture using a WMA Technology in accordance with MM 5.16, *Superpave Hot Mix Asphalt Mixture Design and Mixture Verification Procedure*. At a minimum, a one point verification of the mixture's volumetric properties is acceptable for the following situations:
 - When the WMA mix design is based on an existing Production Status HMA mix design.
 - When the WMA mix design is based on, and utilizes a different WMA technology than, an existing Production Status WMA mix design.
2. Comply with the latest manufacturer's "Production, Testing, and Compaction Details" from the Approved List for incorporating the WMA technology. Test specimens may be made from plant produced or laboratory prepared WMA. Test specimens must be made from plant produced WMA if adding the WMA technology in the lab does not simulate the production process. The Regional Materials Engineer (RME) may require a State representative be present during the fabrication and testing. Submit the WMA design to the RME for review and verification at least 14 calendar days before production, including:
 - Name of WMA technology and the target dosage rate.
 - If using an additive other than water,

- Submit a MSDS for the additive.
 - Submit either enough of the additive for the laboratory mix design verification, or the additive pre-blended in the PG Binder at the correct dosage. If the additive is not pre-blended into the PG Binder, include directions for properly incorporating the additive into the laboratory made mixture.
 - Prior to the submission of any mix design, contact the RME to determine if there is an increased concern regarding the mixture's moisture susceptibility based on the WMA technology and/or the type of aggregate being used, or the performance of similar mixes. The RME may require AASHTO T 283 moisture susceptibility test results, meeting a minimum Tensile Strength Ratio (TSR) of 80%, as part of the mix design submission.
3. Submit Production Quality Control Plan revisions incorporating the WMA technology if not previously submitted.
 4. For 80 Series Compaction Method, complete all breakdown roller passes before the mat temperature falls below 230° F, unless approved by the Director, Materials Bureau.
 5. When the asphalt mixture is being placed over a Sheet-Applied Waterproofing Membrane, maintain a minimum delivery temperature in accordance with the Material Detail Sheets prepared by the membrane manufacturer.

2.6 Special Note - Rail Road Involvement in Federal Funded Projects

Bidders are advised that there may be active at-grade railroad crossings within the limits of projects in this Invitation for Bids. The following at-grade railroad crossings have been identified, but there may be others within the limits of these projects that have not been identified:

Project Number	County	Route	Rail Road Name	Location
360360	Seneca	Rte. 96	Finger Lakes Railway	About RM 96-3503-1300 (RR MP: 44.94)
7V1822	Franklin	Rte. 30	Adirondack Railroad	RM 30-7209-1284

At the identified at-grade crossings, and any other active at grade railroad crossings encountered on the projects in this Invitation for Bids, the contractor shall conduct its work and handle the equipment such that no part of any material or equipment shall foul a track, catenary, electrical facility or signal facility. A track is fouled when any object is brought within 7.62 M (25') of the centerline of the track or the nearest point of a rail road's catenary, electrical facility or signal facility.

2.7 Special Note - Rail Road Involvement in 100% State Funded Projects

Bidders are advised that there may be active at grade railroad crossings within the limits of projects in this Invitation for Bids. The following at grade railroad crossings have been identified, but there may be others within the limits of these projects that have not been identified:

Project Number	County	Route	Rail Road Name	Location
360384	Oswego	Rte. 264	CSX Transportation	RM 264-3401-1004 (RR MP: 16.04)

(Continues next page)

At the identified at grade crossings, and any other active at grade railroad crossings encountered on the projects in this Invitation for Bids, the contractor shall coordinate with the corresponding Rail Road as per follows:

Coordination with Railroad(s)

The Contractor shall note that this project may require close coordination with a railroad and railroad protective flagging services

DESCRIPTION

The Contractor shall conduct its work and handle its equipment such that no part of any material or equipment shall foul a track, catenary, electrical facility or signal facility without written permission from the chief engineer of the railroad company(s) affected. A track is fouled when any object is brought within 7.62 M (25') of the centerline of the track or the nearest point of a railroad's catenary, electrical facility or signal facility.

CONSTRUCTION DETAILS

In the event the Contractor's work does foul a railroad facility the Contractor shall obtain a permit in order to enter railroad property and to cover the costs of the railroad's force account services. The Contractor will not be allowed to enter onto the railroad's property to perform contract work, nor will the railroad provide services occasioned by the Contractor's operations unless the Contractor notifies the Railroad and receives the railroad's prior approval. A railroad will not provide any services necessitated by the Contractor's operations until the permit is obtained. These railroad's costs will include, but may not be limited to costs incurred by the railroad to provide flaggers, spotters, engineering services, administrative services, construction inspection, or other labor, material or equipment necessary to provide a safe environment for both the Contractor's and Railroad's forces.

The Contractor is advised that a railroad may not be able to provide flag persons on a daily basis due to the railroad's operational necessities. The Contractor shall coordinate and schedule his construction activities with the railroad's engineer no later than two weeks prior to the start of the work, in consultation with the State's Engineer-in-Charge, so that a workable schedule can be formulated and agreed upon. In addition to the above, the Contractor shall also comply with the current Standard Specifications §105-09 WORK AFFECTING RAILROADS.

BASIS OF PAYMENT

All costs incurred by the contractor to comply with the requirements in this Special Note shall be included in the price bid per ton of bituminous concrete. No extra payment shall be made.

2.8 Special Note – Asphalt Pavement Joint Adhesive

The vendor shall apply Asphalt Pavement Joint Adhesive to all longitudinal and transverse construction joints prior to placing asphalt mixture in order to provide bonding with newly laid pavement. Joint adhesive shall be placed in accordance with the NYSDOT Standard Specifications. Care shall be taken to avoid damage to passing traffic. All damage to passing traffic caused by the vendor's operations shall be the vendor's responsibility.

All cost for Asphalt Pavement Joint Adhesive shall be included in the prices per ton of bituminous concrete. No separate payment shall be made.

SECTION 3: PROJECTS - SPECIAL NOTES (NYSDOT REGION 1)

3.1 Holiday Restrictions – Region 1 Projects

All Region 1 Projects shall follow the following holiday restrictions:

There shall be no temporary lane closures permitted on the following dates:

6:00 AM May 24 to 6:00 AM May 30

6:00 AM June 29 to 6:00 AM July 5

6:00 AM Aug 31 to 6:00 AM Sept 4

6:00 AM Oct 5 to 6:00 AM Oct 9

6:00 AM Nov 21 to 6:00 AM Nov 26

6:00 AM Dec 21 to 6:00 AM Jan 2 (2019)

3.2 Pilot Vehicle – Region 1 Projects

Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lanes where work is being performed on these projects; and as soon as paving is done and rolled, controlled traffic may be permitted thereon. For Region 1 projects in this Invitation for Bids, the Contractors shall provide sufficient two-way radio equipped pilot vehicles to guide traffic around recycling work at a speed not to exceed 15 mph. The pilot vehicles shall be equipped with construction signs meeting the requirements of Section 6F.58 of the Manual of Uniform Traffic Control Devices and a rotating amber beacon:

SIGN	MINIMUM SIZE	LOCATION
PILOT VEHICLE FOLLOW ME	G20-4 CONVENTIONAL 36"x 18"	ON BACK OF PILOT VEHICLES

The pilot vehicle shall have the name of the Contractor prominently displayed.

All cost for Work Zone Traffic Control including flagging, temporary pavement markings, channelizing devices, construction signs, and pilot vehicles shall be included in the prices per ton of bituminous concrete. No separate payment shall be made. **The use of the pilot shall be as ordered by the Resident Engineer.**

3.3 Paving Operations – Region 1 Projects

Paving operations shall progress in the opposite direction of traffic when paving on Cold Recycled roadways. This provision may only be waived by the Region 1 Materials Engineer, and this waiver will be rescinded if damage to the top course occurs.

3.4 Moisture Susceptibility Testing – Region 1 Projects

Any HMA mix design where the primary aggregate component by weight is granite or crushed gravel will be subject to moisture susceptibility testing by the producer during design, unless this requirement is waived by the RME. Tensile Strength Ratio (TSR) testing may be required by the RME when there is a change to the asphalt binder source.

Moisture susceptibility will be determined by calculating the TSR of each specimen according to AASHTO T 283, Resistance of Compacted Asphalt Mixtures to Moisture-Induced Damage, except as modified in Section VI.D. of NYSDOT Materials Method 5.16.

If the TSR of the HMA gyratory specimens is less than 80%, as required in AASHTO M 323, corrective action is required. Corrective action to improve the moisture susceptibility of the HMA mixture can include the use of anti-strip additives or blending of other aggregate materials to reduce the proportion of granite or gravel aggregates in the mix. When corrective action is necessary, any changes made to the design must be noted on the Job Mixture Formula (JMF), and all other volumetric and mechanical properties must be evaluated for compliance with NYSDOT Materials Method 5.16 using a one-point design. The results must be reported to the RME prior to production.

3.5 Paving Markings – Region 1 Projects

It shall be the Contractor's responsibility to inventory and document the existing pavement marking patterns prior to milling and/or resurfacing and submit to the Engineer a copy of the inventory prior to beginning work. The Contractor shall be responsible for completing all layout work necessary for the installation of all final pavement markings. If the original markings are obliterated, the contractor shall contact the Resident Engineer for guidance on their location.

3.6 Non-Vibratory Rolling – Region 1 Projects

Contractor shall use non-vibratory rolling over any bridge structure, large culvert or known utility within the project limits or as ordered by the engineer in charge.

3.7 Project 1V1781 – Essex County

Site Specific Lane Closure Restrictions:

- There shall be no temporary lane closures permitted between Monday, June 4 and Sunday, June 10, 2018 (Americade)
- There shall be no temporary lane closures permitted between Thursday July 19 and Monday, July 23, 2018 (Ironman)
- There shall be no temporary lane closures permitted between Thursday September 6 and Monday, September 10, 2018 (Ironman)

Item **402.058903 (Shim Course)** is being utilized at an average thickness of ½". Region 1 is requiring the use of either:

- 6.3 HMA mix meeting the requirements of 402.06830318, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 402.058902 for this contract only)
- Misc. Patching HMA mix meeting the requirements of Item 402.03890118 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

The following intersections shall be paved approximately 75 feet from the edge of the mainline in each direction:

Location	Roadway Width
Hurricane Road	30

3.8 Project 1V1822 – Essex County

Site Specific Lane Closure Restrictions:

- There shall be no temporary lane closures permitted between Monday, June 4 and Sunday, June 10, 2018 (Americade)

Item **402.058903 (Shim Course)** is being utilized at an average thickness of ½". Region 1 is requiring the use of either:

- 6.3 HMA mix meeting the requirements of 402.06830318, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 402.058902 for this contract only)
- Misc. Patching HMA mix meeting the requirements of Item 402.03890118 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

The following intersections shall be paved approximately 75 feet from the edge of the mainline in each direction:

Location	Roadway Width
Race Track Road	35
Lead Hill Road	35
Chilson Middle Road	35
Chilson Middle Road	35
Putts Pond Road	35

3.9 Project 1V1851 – Rensselaer County

Site Specific Lane Closure Restrictions:

- None for Route 2.

Item **402.058903 (Shim Course)** is being utilized at an average thickness of ½". Region 1 is requiring the use of either:

- 6.3 HMA mix meeting the requirements of 402.06830318, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 402.058902 for this contract only)
- Misc. Patching HMA mix meeting the requirements of Item 402.03890118 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

The following intersections shall be paved approximately 30 feet from the edge of the mainline in each direction:

Location	Roadway Width
N Long Pond Road	24
CR 85	24
Roxborough Road	24
Babcock Lake Road	28
Taconic Lake Road	28
CR 94	28
Ramp to Rt. 22	28

3.10 Project 1V1871 – Essex County

Site Specific Lane Closure Restrictions:

- There shall be no temporary lane closures permitted between Monday, June 4 and Sunday, June 10, 2018 (Americade)

Item **402.058903 (Shim Course)** is being utilized at an average thickness of ½". Region 1 is requiring the use of either:

- 6.3 HMA mix meeting the requirements of 402.06830318, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 402.058902 for this contract only)
- Misc. Patching HMA mix meeting the requirements of Item 402.03890118 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

Intersections shall be paved following the mainline edge of pavement. Rebates shall be cut based upon the estimated intersecting road width below:

Location	Roadway Width
Bartman Road	30
Bakers Mills Road	25
Goodman Road	25
Bakers Mills Road	25
Bakers Mills Road	25
Bakers Mills Road	55
Edwards Hill Road	25
Sodom Cross Road	25
Peaceful Valley Road	45
Park Road	25
Goodman Road	35
Garnet Lake Road	28
Oven Mtn Road	28
S. Johnsburg Road	28

3.11 Project 1V1881 – Washington County

Lane Closure Restrictions Site Specific:

- None for Route 22.

Item 402.058903 (Shim Course) is being utilized at an average thickness of ½". Region 1 is requiring the use of either:

- 6.3 HMA mix meeting the requirements of 402.06830318, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 402.058902 for this contract only)
- Misc. Patching HMA mix meeting the requirements of Item 402.03890118 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

The following intersections shall be paved approximately 50 feet from the edge of the mainline in each direction:

Location	Roadway Width
Chamberlain Mills Road	40
Sheldon Road	40
Pine Hill (S)	40
Pine Hill (N)	40
Higgins Road	40
Grimes Hill Road (N)	40
Warner Road	40
CR 31 (W)	40
CR 31 (E)	40
Dorance Road	40
CR 29	40
CR 27	40
Andrews Lane	40

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3)

4.1 Holiday Restrictions – Region 3 Projects

All Region 3 Projects shall follow the following holiday restrictions:

There shall be no temporary lane closures permitted on the following dates:

May 25 – May 28

July 3-July 4

August 31 – Sept. 3

4.2 Project 360342 – Onondaga County

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor at 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

4.3 Project 360348 – Onondaga County

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor at 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

The State will production mill the pavement within the project limits from MM 1068-1091 (no rebates will be required within those limits). Coordination will be required between the paving Contractor and the milling Contractor.

4.4 Project 360360 – Seneca County

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor at 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

4.5 Project 360361 – Cayuga County

The State will production mill some of the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor at 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

4.6 Project 360362 – Cayuga County

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates will be milled by the Contractor at 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

4.7 Project 360364 – Cayuga County

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor at 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

4.8 Project 360367 – Cortland County

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor at 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

4.9 Project 360373 – Onondaga County

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

4.10 Project 360374 – Cayuga County

Production paving shall not start until after June 1st, 2018 due to waterline project work in the Town of Owasco. Work shall not be allowed on the project on Saturday and Sunday August 11-12th, 2018 due to the Great Race event. The State will production mill the pavement within the project limits from White Bridge Road to the Auburn City Line. Coordination will be required between the paving Contractor and the milling Contractor. All intersecting roadways will be paved by the Contractor a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5", for the entire length of the project. All intersecting roadways within the production milled area, White Bridge Road to the Auburn City Line, will have rebates milled by the State. All intersection roads from The Onondaga County Line to White Bridge Road shall have rebates milled by the paving Contractor at a point 25' from the edge of the mainline shoulder per widths shown in the rebate table.

4.11 Project 360375 – Oswego County

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

4.12 Project 360378 – Oswego County

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

4.13 Project 360382 – Cortland County

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor at 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

4.14 Project 360384 – Oswego County

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

Contractor shall determine add or removal of material such that the pavement profile is not changed after recycling.

4.15 Project 360385 – Cayuga County

All intersecting highways are to be milled and paved a length of 25' from the edge of the mainline shoulder by the paving contractor, nominal depth of 1.5". The rebates shall be milled by the paving Contractor at 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

4.16 Project 360386 – Cortland County

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

All intersecting highways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor at 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4)

5.1 Special Note – Region 4 Projects

1. Contractor shall use non-vibratory rolling over culverts or known utilities within the project limits or as ordered by the engineer in charge. Specific locations for non-vibratory rolling will be discussed at the pre-pave meeting.
2. Prior to the start of work, the contractor shall inventory all pavement markings and provide the engineer with a copy of the inventory. As part of a pavement marking program update, the Regional Traffic and Safety group is reviewing all pavement markings within the limits of paving projects. Upon their review, there may need to be adjustments to the pavement marking layout. The contractor shall be responsible for completing striping layout, including changes as indicated by the Regional Traffic and Safety Group.
3. The contractor shall remove any plowable reflective markers in the pavement, if present, prior to paving. The hole left in the existing pavement, shall then be filled with a hot mix asphalt material; 9.5 mixture, or mixture approved by the Resident Engineer. Cost to be included in the bid price for the associated project.
4. All Truing and Leveling courses, if required, shall be as indicated in the Superpave Hot Mix Asphalt Design Criteria Table.
5. Some projects may require loop detectors to be re-established prior to or once paving has been completed. This shall be done by others and coordinated by the Resident Engineer.
6. The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the engineer.
7. Any and all debris generated as part of the work shall be removed by the Vendor within five days of completion of paving operations.

5.2 Special Note – Temporary Lane Closure Restrictions for Major Roadways - Region 4

There shall be no temporary lane closures on roadway facilities owned and/or maintained by NYSDOT on the major holidays listed below.

Construction activities that will result in temporary lane closures shall be suspended to minimize travel delays associated with road work for major holidays as follows:

2018

Occasion	Beginning Time & Date	Ending Time & Date
<u>Memorial Day</u> - Monday May 28	6:00 AM Friday, May 25	6:00 AM Tuesday, May 29
<u>Independence Day</u> - Wednesday July 4	6:00 AM Tuesday, July 3	6:00 AM Thursday, July 5
<u>Labor Day</u> - Monday, September 3	6:00 AM Friday, August 31	6:00 AM Tuesday, September 4

5.3 Special Note – Project 423709 – Orleans County (Route 237)

1. This project is an HMA overlay project. Overlay will include travel lanes and shoulders.
2. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
3. Intersections shall be paved following the mainline edge of pavement. Rebates will be required on all side roads.
4. Rebate along curb section will be required and shall be 2-3 feet wide.
5. This project requires the use of pilot cars to lead vehicles through alternating one-way traffic work zones **of any length**. The pilot vehicles shall be equipped with the following: Contractors name prominently displayed on the sides of the vehicle; PILOT CAR FOLLOW ME, G20-4, 36" x 18" sign mounted on the rear of the vehicle; flashing or rotating amber beacon meeting the requirements of Section 619-3.02 F of the Standard Specifications; communication device, such as two-way radio.

The use of a pilot vehicle does NOT exempt the requirement of channelizing devices or any other traffic control measure required for a flagging operation. Cost of the pilot vehicle shall be included in the price bid for Item 402.06830318.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5)

6.1 General Special Note – Region 5 Projects

The paving operations shall be progressed in a segment by segment basis. No longitudinal paving joints shall be allowed at the end of the work day. The segments shall be based on the Contractor's daily work capacity and shall not end within an intersection.

6.2 Effective PG Binder Content – Region 5 Projects

1. **9.5 HMA Mixture Design:** The mixture design shall be formulated in accordance with Materials Method 5.16. Additionally, the mixture shall meet the minimum effective asphalt, P_{be} , in the table below. The P_{be} shall be calculated using the specific gravities of aggregates tested within 14 days prior to production.

Minimum Effective AC	
Aggregate SG, G_{sb}	P_{be}
2.250 to 2.274	6.2
2.275 to 2.324	6.1
2.325 to 2.374	6.0
2.375 to 2.424	5.9
2.425 to 2.474	5.8
2.475 to 2.524	5.7
2.525 to 2.574	5.6
2.575 to 2.624	5.5
2.625 to 2.674	5.4
2.675 to 2.724	5.3
2.725 to 2.774	5.2
2.775 to 2.824	5.1
2.825 to 2.874	5.0
2.875 to 2.924	4.9
2.925 to 2.974	4.8
2.975 to 3.024	4.7
3.025 to 3.074	4.6

2. **Mixture Production:**
 - a. At no point, shall the mixture be produced below the design asphalt content with a production tolerance of 0.1%. If the design asphalt content falls below the allowable target, the subplot will be given a QAF of 1.00 or less, and necessary changes shall be made to the production to meet the target.
 - b. The effective asphalt shall be calculated for every subplot during production. If the effective asphalt falls below the minimum, the subplot will be given a QAF of 1.00 or less.

6.3 Moisture Susceptibility Testing – Region 5 Projects

The Contractor will be required to submit to the Regional Material Engineer (RME) AASHTO T-283 moisture susceptibility test results prior to production of HMA Top Course. The results shall be a minimum Tensile Strength Ratio (TSR) of 80%. If the asphalt binder source is changed after being tested for moisture susceptibility, the mixture may require testing again at the RME's discretion. The NYSDOT may sample and test the above mixture during production to verify the moisture susceptibility requirement is met. If the results do not meet the production requirement (minimum TSR of 80%), the producer will need to take corrective action. If during production, the TSR test results fall below 70%, the RME will immediately suspend production for this project according to Section 105, Control of Work, and Section 106, Control of Material, of the Standard Specifications.

6.4 Dust (Minus 0.075 mm Aggregate) to Effective PG Binder Content Ratio – Region 5 Projects

In addition to AASHTO T283 testing, the NYSDOT will verify the Contractor's Dust (Minus 0.075 mm Aggregate) to Effective PG Binder Content Ratio during production. The minus 0.075 mm material will be determined using washed aggregate analysis and the ratio result shall be within the limits of 0.8 to 1.6.

6.5 Polymer Modified PG Binder – Region 5 Projects

All Region 5 Projects require the use of Polymer Modified (64V-22) PG Binder.

6.6 Pavement Markings – Region 5 Projects

It shall be the contractor's responsibility to inventory and document the existing pavement marking patterns prior to milling and/or resurfacing and submit to the Engineer a copy of the inventory prior to beginning work. The contractor shall be responsible for completing all layout work necessary for the installation of all final pavement markings. If the original markings are obliterated, the contractor shall contact the Resident Engineer for guidance on their location.

6.7 Abrading Existing Pre-Formed & Epoxy Pavement Markings – Region 5 Projects

The Contractor shall remove any pre-formed and epoxy pavement markings. Care shall be taken to avoid damage to passing traffic. All damage to passing traffic caused by the Contractor's operations shall be the Contractor's responsibility. Waste material generated by the abrading operation shall be cleaned up and disposed of by the contractor. When the contractor abrades the existing pre-formed and epoxy pavement markings, the contractor shall place temporary pavement markings as specified elsewhere in this Invitation for Bids under Work Zone Traffic Control, unless the HMA will be placed the same day as the markings are abraded. The contractor shall make every effort to expeditiously place the HMA in areas where the markings have been abraded. Under no circumstances will temporary pavement markings be allowed for more than five calendar days in areas where markings are abraded. In this event, the contractor shall be required to place full pavement markings at no cost to the State. During the abrading operation, traffic shall be controlled by the contractor in accordance with Work Zone Traffic Control requirements included herein. The contractor shall submit a proposed Work Zone Traffic Control Plan to the Resident Engineer for approval. The plan may be based on the Work Zone Traffic Control drawings included in this Invitation for Bids. Payment for abrading shall be included in the price bid per ton for the HMA. No separate payment shall be made.

6.8 Milled Surfaces – Region 5 Projects

State Forces will perform initial sweeping of milled surface. It is the Contractor's responsibility ensure the surface is clean prior to paving and sweep if necessary before and during paving operation. Payment for sweeping shall be included in the price bid per ton for the HMA. No separate payment shall be made.

6.9 Time Restrictions – Region 5 Projects

All Region 5 Projects shall follow the time restrictions outlined in the "Work Zone Traffic Control - for Design/Construction on State Highways in Region 5" available on the NYSDOT website or through the Regional Transportation Systems Operations group excepting those projects listed on the Region 5 project specific special notes.

6.10 Project 5V1811 – Cattaraugus County

The traveled way and 1' of the existing shoulders will be production milled prior to HMA overlay. This project will begin at the existing asphalt joint at the Ellicottville North Village Line and end just north of the intersection with Beaver Meadows Rd at the existing asphalt joint. At the end of the US 219/NY 242 overlap where US 219 continues North, milling will continue along the eastern pavement edge projection of US 219 at BY 242 intersection.

BINs 1041550 near RM 219-5101-3100 and 1041560 near RM 219-5101-3104 have asphalt overlay which needs to be milled and overlaid with HMA under this contract. Care should be taken as to ensure any scuppers that may exist for these bridges remain open after the paving operation.

6.11 Project 5V1812 – Cattaraugus County

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to HMA overlay. This project will begin at the North joint of BIN 1011659 and end at the existing asphalt joint at the Olean North City Line near RM 16-5101-2030.

In addition to the main line there will be minor intersection paving at Front St approx. 65' from the eastern pavement edge projection and at Delevan Ave approx. 58' from the western pavement edge projection and 60' from the eastern pavement edge projection.

6.12 Project 5V1813 – Cattaraugus County

The traveled way and shoulders of the Westbound direction will be production milled at full width prior to HMA overlay. This project will begin at the asphalt joint West of Exit 17 near RM 17-5112-1089 and end at the asphalt joint East of Exit 16 near RM 17-5112-1039.

BIN 1062731 near RM 17-5112-1069 has a concrete deck thus paving will stop at the concrete approaches on the traveled way and the bridge deck joint along the shoulders at either end of this bridge. Rebates at the East and West ends of this bridge has been included. BIN 1062810 near RM 17-5112-1088 has asphalt overlay which needs to be milled and overlaid with HMA under this contract. Care should be taken as to ensure any scuppers that may exist for these bridges remain open after the paving operation.

The Contractor should be aware that this is a performance-related project in which the Contractor is responsible for compacting the mainline pavement under the 50 Series requirements as detailed in §402-3.07 of the Standard Specification and the mainline longitudinal joint as detailed in the special specification Item 402.00003308, which can be found in the Attachment 10 – Group Specifications. The Contractor must be prepared to select, operate, and control the paving and compaction equipment, to monitor the results, and make necessary adjustments to achieve the specified density results.

6.13 Project 5V1814 – Cattaraugus County

This project will overlay with $\frac{3}{4}$ " of 6.3mm HMA the Ramps along I-86 at exits 24, 25, & 26. Rebates that meet the mainline pavement work completed in 2017 shall be made such that the $\frac{3}{4}$ " overlay is seamless between mainline and ramps.

BINs 1092099 and 1092109 have concrete decks, thus paving will stop at the concrete approaches at either end of these bridges. Rebates at the ends of this bridges have been included. Additionally, the NYSDOT plans to mill some locations along the ramps at Exit 26 prior to the overlay.

6.14 Project 5V1821 – Chautauqua County

The traveled way and 1' of the existing shoulders will be production milled prior to HMA overlay. The rebates listed are locations where a small mill will be required to properly cut rebate. In addition to the mainline paving the following ramps are included with the project limits. Ramps will not be subject to 50 Series paving:

- a. On Ramp Exit 9 (WB only)
- b. Off Ramp Exit 9 (EB only)
- c. Exit 10 Ramps to 954J/430 (both directions). * Note 954J will be milled and paved this season under 5V1822 projects should be coordinated.
- d. On Ramp Exit 11 (EB only)
- e. Off Ramp Exit 11 (WB only)

Quantity for this work is included in the contract.

The Contractor should be aware that this is a performance-related project in which the Contractor is responsible for compacting the mainline pavement under the 50 Series requirements as detailed in §402-3.07 of the Standard Specification and the mainline longitudinal joint as detailed in the special specification Item 402.00003308, which can be found in Attachment 10 – *Group Specifications #937*. The Contractor must be prepared to select, operate, and control the paving and compaction equipment, to monitor the results, and make necessary adjustments to achieve the specified density results.

6.15 Project 5V1822 – Chautauqua County

The traveled way and 1' of the existing shoulders will be production milled prior to HMA overlay. The rebates listed are locations where a small mill will be required to properly cut rebate. The project begins at the existing asphalt joint at on NY 430 approx. 950ft from RM 1275 and ends at RM 1296 which is where 954J merges with I-86. This section of I-86/ramps is also being milled and paved this season under 5V1821 project should be coordinated.

6.16 Project 5V1823 – Chautauqua County

The traveled way and shoulders will be production milled at full width prior to HMA overlay. The rebates listed are locations where a small mill will be required to properly cut rebate. There are 3 locations where the bridge approaches are concrete with asphalt shoulder, BIN 1027780 & BIN 1027790 south side only. The contractor shall be responsible to mill out and pave these locations.

6.17 Project 5V1824 – Chautauqua County

The traveled way and shoulders will be production milled at full width prior to HMA overlay. The rebates listed are locations where a small mill will be required to properly cut rebate. The project begins at the end rebate for D263480 on 394 in Stow, projects should be coordinated. The project ends at the existing asphalt joint on the west side of Winch Rd. There will be minor paving at the following intersections:

- Fifth Street from southern pavement projection to back of stop bar approx. 10'
- Big Tree CR 69 from mainline back approx. 25'
- Lowe St from northern pavement edge projection back approx. 7'
- Spruce Street from southern pavement projection back approx. 12'
- Laurel Street from southern pavement projection back approx. 13'
- Locust St from northern pavement edge projection back approx. 8'
- Elizabeth St from southern pavement projection to back of manhole cover ~ 10'
- Jones St to from southern edge of pavement to back of Stop bar ~10'
- Winchester Rd from northern pavement edge projection back approx. 7'

6.18 Project 5V1825 – Chautauqua County

This project was chip sealed last season with(1ST) stone and it is being followed with(1A) stone. Coordination will be necessary with NYSDOT drainage project at this location scheduled to be let 6/18/2018. The drainage should be completed prior to the surface treatment.

6.19 Project 5V1831 – Erie County

The traveled way and shoulders will be HMA overlaid. This project will begin at the concrete/asphalt joint East of NY 78 and end at the asphalt joint West of NY 324.

In addition to the main line there will be minor intersection paving at:

- Harris Hill Rd from the southern pavement edge projection approx. 67' and from the northern pavement edge projection 55'.
- Also at Harris Hill Rd, paving up to the northeast sidewalk approx. 310' East of the NY 5 crosswalk.
- Shimerville Rd from the southern pavement edge projection approx. 50', and from the northern pavement edge projection 55'.
- Nottingham Terr from the southern pavement edge projection approx. 61' to the back of the crosswalk
- Susan Dr from the southern edge projection approx. 25' to the back of the stop bar
- Circle Ct from the southern edge projection approx. 16' to the back of the stop bar
- Connection Dr from the southern edge projection approx. 32' to the point of tangent
- Arondale Dr from the northern edge projection approx. 20' to the back of the stop bar
- Overlook Dr from the northern edge projection approx. 26' to the point of tangent
- Roxbury Dr from the southern edge projection approx. 26' to the point of tangent
- Barton Rd from the southern edge projection approx. 12' to the back of the stop bar

- Westwood Rd from the northern edge projection approx. 24' to the point of tangent
- Bryant and Stratton Way from the northern edge projection approx. 41' to the point of tangent

6.20 Project 5V1832 – Erie County

The traveled way and shoulders will be production milled at full width prior to HMA overlay. This project will begin at the asphalt joint at the Buffalo North City Line and end at asphalt joint North of NY 325.

BIN 1043940 has a concrete deck thus paving will stop at the joints at either end of the bridge. Rebates at the north and south ends of this bridge has been included. In addition to the main line there will be minor intersection paving at:

- Huetter Ave from the eastern pavement edge projection approx. 20' to just past the stop bar
- Edgar Ave from the eastern pavement edge projection approx. 19' to the point of tangent
- NY 325 from the eastern pavement edge projection approx. 80'
- Aqua Ln. from the western pavement edge projection at approx. 75' to just past the existing crosswalk.

6.21 Project 5V1841 – Erie County

The traveled way and shoulders will be production milled at full width prior to HMA overlay.

6.22 Project 5V1842 – Erie County

The project start is at the existing asphalt joint at RM 1163 just east of the Angle Road intersection. This project includes minor intersection paving at Crofton Dr approximately 30' to meet the existing asphalt rebate. The project end RM 20 5301 1277 is at the joint at BIN 1015520 US 20 over Caz Creek.

6.23 Project 5V1851 – Niagara County

The traveled way and shoulders will be production milled at full width prior to HMA overlay. This project will begin at the north side of Nash Rd. intersection and end at asphalt joint South of Rte 429.

In addition to the main line there will be minor intersection paving from the western pavement edge projection at Mavis Dr approx. 18', and from the eastern pavement edge projection at Errick Rd approx. 10'.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6)

7.1 Special Note – Region 6 Projects

No work shall be permitted, to minimize travel delays associated with major holidays, during the following periods:

Friday, May 25, 2018-sunrise, Tuesday, May, 29, 2018.

Tuesday, July 3, 2018- sunrise, Thursday, July 5, 2018.

Friday, August 31, 2018- sunrise, Tuesday, September 4, 2018.

The Region requests all Preconstruction paperwork be submitted electronically (after award) as pdf files to Karen.Patterson@dot.ny.gov prior to the preconstruction meeting, or all documentation be brought to the Preconstruction meeting electronically as pdf files on a CD or USB “thumb” drive that will not be returned to the contractor.

Paint with beads is the only option permitted in Region 6 for temporary and interim pavement markings, unless approved on a case by case basis by the Resident Engineer. Offset the centerline temporary/interim pavement markings so that the permanent markings will cover up the temporary/interim markings, as follows: 8” centerline offset for 2 lane roads, 6” centerline offset for multi-lane roadways.

A reminder that per Code Rule 753, a “Dig Safe” ticket shall be submitted for each project notifying of “...the movement or removal...of pavement...”. Some of these utilities may request “no vibratory rolling” for a distance up to 100’ over interstate/intercontinental gas/petroleum transverse crossings. Contractors can visit the following website to view whether there is a likelihood for these utilities in the project limits:

<https://www.npms.phmsa.dot.gov/> and then click the npms public map viewer link and follow the instructions.

All Region 6 HMA projects shall be completed no later than October 31, 2018. A schedule reflecting this shall be submitted before start of work to the Region’s ARDO, Karen Patterson, for approval.

HMA Overlay Splices (Rebates):

All Region 6 hot mix asphalt overlay splices (pavement terminations) shall be installed as per NYSDOT Standard Sheet 402-01 issued under EB 08-036.

All stockpile, spoils, and clean-out sites need to be preapproved by the Regional Maintenance Environmental Coordinator, Ruth Hart, prior to use.

7.2 Project 6V1841 – Steuben County

There may be a Village of Wayland waterline project progressing within the Village boundaries during the 2018 construction season. The waterline project is adjacent to this project. Work zone coordination with the contractor for the Village of Wayland may be required.

7.3 Project 6V1842 – Steuben County

The traveled way and shoulders will be production milled (1¾”) at full width from RM 3270 (start of gutter) to RM 3274 (SR 371) **by a separate contractor** prior to HMA overlay. The T&L quantity within the job is for use in the milled section.

There may be a Village of Wayland waterline project progressing within the Village boundaries during the 2018 construction season. The waterline project is adjacent to this project. Work zone coordination with the contractor for the Village of Wayland may be required.

7.4 Project 6V1911 – Allegany County

The traveled way and shoulders will be production milled (1¾”) at full width from begin limit to end limit prior to HMA overlay.

7.5 Project 6V1913 – Allegany County

The traveled way and shoulders will be production milled (1¾”) at full width from RM 1409 (end of curb in Fillmore) to RM 1419 (CIPR joint) prior to HMA overlay. The T&L quantity within the job is for use in the milled section.

7.6 Project 6V2031 – Schuyler County

The traveled way and shoulders will be miscellaneous milled (1¾”) at full width from RM 1098 (CR 6) to RM 1100 (0.1 mi. north of SR 79), skipping over SR 79, prior to HMA overlay. The T&L quantity within the job is for use in the milled section.

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7)

The following Special Notes for Region 7 Projects shall supersede any other sections of this Award or the Standard Specifications referenced herein.

8.1 Special Work Zone Traffic Control – Pilot Vehicle – Region 7 Projects

Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lanes where work is being performed on these projects; and as soon as HMA is applied and rolled, controlled traffic may be permitted thereon. For Region 7 VPP projects in this solicitation, the Contractors shall provide sufficient two-way radio equipped pilot vehicles to guide traffic around paving work at a speed not to exceed 15 mph. The pilot vehicles shall be equipped with G20-4 “PILOT CAR FOLLOW ME” signs meeting the requirements of Sections 6F.58 and 6C.13 of the Manual on Uniform Traffic Control Devices. The delineation of the closed lane (cone placement) as required by Section 619-3.02J of the Standard Specifications shall be evaluated by the Resident Engineer based on the traffic control plan presented by the Contractor and, after consultation with the Regional Traffic Safety & Mobility Office, a determination will be made as to what will be required on the project. **Daytime lane closures may be used in lieu of pilot vehicles on controlled access highways as deemed appropriate by the Resident Engineer at the time of preconstruction conference.**

SIGN	MINIMUM SIZE	LOCATION
PILOT VEHICLE FOLLOW ME	G20-4 CONVENTIONAL 36”x 18”	ON BACK OF PILOT VEHICLES

The pilot vehicle shall have the name of the Contractor prominently displayed.

All cost for Work Zone Traffic Control including flagging, temporary pavement markings, channelizing devices, construction signs, and pilot vehicles shall be included in the prices per ton for the bituminous concrete. No separate payment shall be made.

8.2 Projects 7V18W2, 7V18W4, 7V1842 (Village Portion Only), 7V1833, and 7V18W1

Due to the age and proximity of the existing buildings and underground facilities, **no vibratory compaction will be allowed for these projects.** Oscillation Compaction will be allowed for these projects. The Contractor must demonstrate to the Resident Engineer that the proposed roller(s) will compact with a lateral drum movement and meet the requirements of 402-3.07 Compaction.

8.3 Project 7V1833 (Rte. 3, I81 Bridge to Raymour’s Plaza, Jefferson County) – Night Time Work

All work on this project shall be performed between the hours of 6 p.m. to 6 a.m., Sunday night to Friday morning.

SECTION 9: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9)

9.1 Item 402.058903 – Region 9 Projects

Item 402.058903 (Shim Course) is being utilized at an average thickness of ½” to ¾”. Region 9 is requiring the use of either:

- 6.3 HMA mix meeting the requirements of 402.06830318, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 402.058902 for this contract only)
- Misc. Patching HMA mix meeting the requirements of Item 402.03890118 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

9.2 Projects 9V1821, 9V1824 & 9V1863 - Coordination with Other Contract Work

Contractors shall insure coordination is taken place with PIN 9PM018, Striping Contract to insure roads are paved prior to stripping. It is the responsibility of the striping EIC to ensure that they roads are striped in a timely manner provided the paving contractor provides advance notice.

SECTION 10: SUPERPAVE HOT MIX ASPHALT

10.1 Superpave Hot Mix Asphalt Design Criteria

The following are design criteria for SUPERPAVE Hot Mix Asphalt Items for projects contained in this Invitation for Bids (please see the **Special Notes – PG Binder and Mix Design Level**):

Project Number	Item	80kN EAL's	Aggregate Size	PG Binder
1V1821	402.096203	<30.0 Mil	9.5	PG 64V-22
	402.058903	N/A	Type 5 Shim	PG 64S-22
1V1822	402.096203	<30.0 Mil	9.5	PG 64V-22
	402.058903	N/A	Type 5 Shim	PG 64S-22
1V1851	402.096203	<30.0 Mil	9.5	PG 64V-22
	402.058903	N/A	Type 5 Shim	PG 64S-22
1V1871	402.096203	<30.0 Mil	9.5	PG 64V-22
	402.058903	N/A	Type 5 Shim	PG 64S-22
1V1881	402.096203	<30.0 Mil	9.5	PG 64V-22
	402.058903	N/A	Type 5 Shim	PG 64S-22
360342	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360348	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360360	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360361	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360362	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360364	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360367	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360373	402.096203	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360374	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360375	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360378	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360382	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360384	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360385	402.096203	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
360386	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.017903	<30.0 Mil	9.5	PG 64S-22
423709	402.06830318	<30.0 Mil	6.3	PG 64V-22
5V1811	402.06820318	<30.0 Mil	6.3	PG 64V-22
5V1812	402.096203	<30.0 Mil	9.5	PG 64V-22
5V1813	402.095203	<30.0 Mil	9.5	PG 64V-22
5V1814	402.06820318	<30.0 Mil	6.3	PG 64V-22
5V1821	402.095203	<0.3Mil	9.5	PG 64V-22

10.1 Superpave Hot Mix Asphalt Design Criteria (Cont'd)

Project Number	Item	80kN EAL's	Aggregate Size	PG Binder
5V1822	402.096203	<0.3Mil	9.5	PG 64V-22
5V1823	402.096203	<0.3Mil	9.5	PG64V-22
5V1824	402.096203	<0.3Mil	9.5	PG64V-22
5V1831	402.06820318	<30.0 Mil	6.3	PG 64V-22
5V1832	402.096203	<30.0 Mil	9.5	PG 64V-22
5V1841	402.096203	<30.0Mil	9.5	PG64V-22
5V1842	402.06820318	<30.0 Mil	6.3	PG64V-22
5V1851	402.096203	<30.0 Mil	9.5	PG 64V-22
6V1741	402.06820318	<30.0 Mil	6.3	PG 64V-22
6V1842	402.06820318	<30.0 Mil	6.3	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG-648-22
6V1911	402.06820318	<30.0 Mil	6.3	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64S-22
6V1913	402.06820318	<30.0 Mil	6.3	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64S-22
6V1931	402.06820318	<30.0 Mil	6.3	PG 64V-22
6V2031	402.06820318	<30.0 Mil	6.3	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64S-22
7V1711	402.06820318	<30.0 Mil	6.3	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
7V18W1	402.096203	<30.0 Mil	9.5	PG 64V-22
7V18W2	402.097203	<30.0 Mil	9.5	PG 64V-22
7V18W4	402.097203	<30.0 Mil	9.5	PG 64V-22
7V1811	402.06830318	<30.0 Mil	6.3	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
7V1813	402.126303	<30.0 Mil	12.5	PG 64V-22
7V1821	402.126303	<30.0 Mil	12.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
7V1822	402.126303	<30.0 Mil	12.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
7V1823	402.126303	<30.0 Mil	12.5	PG 64V-22
7V1830	402.06830318	<30.0 Mil	6.3	PG 64V-22
7V1831	402.096303	<30.0 Mil	9.5	PG 64V-22
7V1832	402.096303	<30.0 Mil	9.5	PG 64V-22
7V1833	402.096203	<30.0 Mil	9.5	PG 64V-22
7V1841	402.096303	<30.0 Mil	9.5	PG 64V-22
7V1842	402.096303	<30.0 Mil	9.5	PG 64V-22
7V1843	402.096303	<30.0 Mil	9.5	PG 64V-22
7V1851	402.06830318	<30.0 Mil	6.3	PG 64V-22
7V1852	402.096303	<30.0 Mil	9.5	PG 64V-22
7V1853	402.096303	<30.0 Mil	9.5	PG 64V-22
7V1854	402.126303	<30.0 Mil	12.5	PG 64V-22
7V1855	402.127303	<0.3 Mil	12.5	PG 64V-22
881404	402.126103	<30.0 Mil	12.5	PG 64E-22
9V1821	402.06830318	<30.0 Mil	6.3	PG 64V-22
	402.058903	N/A	Type 5 Shim	PG 64S-22
9V1824	402.06830318	<30.0 Mil	6.3	PG 64V-22
	402.058903	N/A	Type 5 Shim	PG 64S-22
9V1863	402.06820318	<30.0 Mil	6.3	PG 64V-22
	402.058903	N/A	Type 5 Shim	PG 64S-22

10.1 Superpave Hot Mix Asphalt Design Criteria (Cont'd)

Project Number	Item	80kN EAL's	Aggregate Size	PG Binder
9V1864	402.06820318	<30.0 Mil	6.3	PG 64V-22
	402.058903	N/A	Type 5 Shim	PG 64S-22
9V1866	402.097203	<30.0 Mil	9.5	PG 64V-22
	402.058903	N/A	Type 5 Shim	PG 64S-22

Note: Please see the Special Notes – PG Binder and Mix Design Level

10.2 Project Dimensions

Project Number	Items	Resurfacing Depth (in)	Travel Lanes Width (ft.) (total)	Lane Width (ft.) (one lane)	Shoulder Width (ft.) (one shldr)	Number Lanes
1V1821	402.096203	1.5	22	11	3	2
	402.058903	0.75	22	11	3	2
1V1822	402.096203	1.5	24-48	12	4	2-4
	402.058903	0.75	24-48	12	4	2-4
1V1851	402.096203	1.5	20	10	4	2
	402.058903	0.75	20	10	4	2
1V1871	402.096203	1.5	22	11	4	2
	402.058903	0.75	22	11	4	2
1V1881	402.096203	1.5	22	11	3	2
	402.058903	0.75	22	11	3	2
360342	402.096303	1.5	20	10	6	2
	402.017903	0.75	20	10	6	2
360348	402.096303	1.5	20	10	4	2
	402.017903	0.75	20	10	4	2
360360	402.096303	1.5	24	12	6	2
	402.017903	0.75	24	12	6	2
360361	402.096303	1.5	24	12	8	2
	402.017903	0.75	24	12	8	2
360362	402.096303	1.5	22	11	7-8	2
	402.017903	0.75	22	11	7-8	2
360364	402.096303	1.5	20	10	4	2
	402.017903	0.75	20	10	4	2
360367	402.096303	1.5	20	10	4	2
	402.017903	0.75	20	10	4	2
360373	402.096203	1.5	24	12	4-11	2
	402.017903	0.75	24	12	4-11	2
360374	402.096303	1.5	22	11	4-8	2
	402.017903	0.75	22	11	4-8	2
360375	402.096303	1.5	22	11	2	2
	402.017903	0.75	22	11	2	2
360378	402.096303	1.5	22	11	4	2
	402.017903	0.75	22	11	4	2
360382	402.096303	1.5	22	11	6	2
	402.017903	0.75	22	11	6	2
360384	402.096303	1.5	20-22	10-11	3-4	2
	402.017903	0.75	20-22	10-11	3-4	2
360385	402.096203	1.5	24	12	8	2
	402.017903	0.75	24	12	8	2
360386	402.096303	1.5	22	11	4	2
	402.017903	0.75	22	11	4	2
423709	402.06830318	1	22	11	Varies 4-10	2
5V1811	402.06820318	1	24-48	12	4-8	2-4
5V1812	402.096203	1.5	46-69	11.5	8	4-6
5V1813	402.095203	1.5	24	12	4-10	2
5V1814	402.06820318	0.75	15	15	3-6	1
5V1821	402.095203	1.5	48	12	1	4
5V1822	402.096203	1.5	48	12	1.1	4

10.2 Project Dimensions (Cont'd)

Project Number	Items	Resurfacing Depth (in)	Travel Lanes Width (ft.) (total)	Lane Width (ft.) (one lane)	Shoulder Width (ft.) (one shldr)	Number Lanes
5V1823	402.096203	1.5	24-48	12	5-10	2-4
5V1824	402.096203	1.5	22-24	11-12	0-10	2
5V1831	402.06820318	1	36-72	12	2-7	3-6
5V1832	402.096203	1.5	22-44	11	10	2-4
5V1841	402.096203	1.5	20-25	10-12	0-6	2
5V1842	402.06820318	1	60	12	8-11	5
5V1851	402.096203	1.5	40-70	10-12	3-7	3-6
6V1741	402.06820318	1	24	12	3.5 - 8	2
6V1842	402.06820318	1	23	11.5	3.5 - 5	2
	402.018903	0.75	23	11.5	0- 1	2
6V1911	402.06820318	1	24	12	4.5 - 9.25	2
	402.018903	0.75	24	12	4.5 - 9.25	2
6V1913	402.06820318	1	24	12	2 - 4	2
	402.018903	0.75	24	12	2- 4	2
6V1931	402.06820318	1	22	11	4 - 6	2
6V2031	402.06820318	1	22	11	6 - 7	2
	402.018903	0.75	22	11	6 - 7	2
7V1711	402.06820318	1	40-93	10-12	8 -50	4,6,8
	402.018903	0.5	40-93	10-12	8-50	4,6,8
7V18W1	402.096203	1.5	56 - 72	14 - 18	0 - 5	4
7V18W2	402.097203	1.5	40 - 52	20 -26	0	2
7V18W4	402.097203	1.5	22 - 44	11 - 22	0 - 10	2
7V1811	402.06830318	0.75	22	11	4	2
	402.018903	0.5	22	11	4	2
7V1813	402.126303	1.5	22	11	6	2
7V1821	402.126303	1.5	22 - 40	11-20	0- 6	2
	402.018903	0.5	22 - 40	11-20	0- 6	2
7V1822	402.126303	1.5	21- 22	10.5, 11	5, 6	2
	402.018903	0.5	21- 22	10.5, 11	5, 6	2
7V1823	402.126303	1.5	22	11	1, 9	2
7V1830	402.06830318	1	24 - 54	12 -13.5	0 - 11	2,4
7V1831	402.096303	1.5	24	12	5	2
7V1832	402.096303	1.5	24	12	6	2
7V1833	402.096203	1.5	68 - 94	17 - 23.5	0	4
7V1841	402.096303	1.5	24	12	5,8	2
7V1842	402.096303	1.5	22-36	11, 12	0-8	2,3
7V1843	402.096303	1.5	22, 24	11, 12	6	2
7V1851	402.06830318	1	24	12	8-12	2
7V1852	402.096303	1.5	24	12	8	2
7V1853	402.096303	1.5	22	11	2.5	2
7V1854	402.126303	1.5	24	12	2.5	2
7V1855	402.127303	1.5	22	11	2	2
881404	402.126103	1.5	24	12	8	2
9V1821	402.06830318	0.75	24	12	7	2
	402.058903	0.75	24	12	7	2
9V1824	402.06830318	0.75	23	12	6	2
	402.058903	0.75	23	12	6	2
9V1863	402.06820318	0.75	24	12	8	2
	402.058903	0.75	24	12	8	2

10.2 Project Dimensions (Cont'd)

Project Number	Items	Resurfacing Depth (in)	Travel Lanes Width (ft.) (total)	Lane Width (ft.) (one lane)	Shoulder Width (ft.) (one shldr)	Number Lanes
9V1864	402.06820318	0.75	22	11	6	2
	402.058903	0.75	22	11	6	2
9V1866	402.097203	1.5	22	11	3	2
	402.058903	0.5	22	11	3	2

10.3 Rebates Table

Project Number	Rebate Location	Rebate Width (ft.)
1V1821	RM 1502	30
	Hurricane Road	30
	RM 1522	30
1V1822	RM 1031	32
	Race Track Rd	35
	Lead Hill Rd	35
	Chilson Middle Rd	35
	Chilson Middle Rd	35
	Putts Pond Rd	35
	RM 1080	32
1V1851	RM 2130	28
	N Long Pond Rd	24
	CR 85	24
	Roxborough Rd	24
	Babcock Lake Rd	28
	Taconic Lake Rd	28
	CR 94	28
	Ramp to Rt. 22	28
	RM 2191	28
1V1871	RM 1088	30
	Bartman Rd	30
	Bakers Mills Rd	25
	Goodman Rd	25
	Bakers Mills Rd	25
	Bakers Mills Rd	25
	Bakers Mills Rd	55
	Edwards Hill Rd	25
	Sodom Cross Rd	25
	Peaceful Valley Rd	45
	Park Rd	25
	Goodman Rd	35
	Garnet Lake Rd	28
	Oven Mtn Rd	28
	S Johnsburg Rd	28
	RM 1175	32
1V1881	RM 22-18081243	28
	Chamberlain Mills Road	40
	Sheldon Road	40
	Pine Hill (S)	40
	Pine Hill (N)	40
	Higgins Road	40
	Grimes Hill Road (N)_	40
	Warner Road	40
	CR 31 (W)	40

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
1V1881 (Cont'd)	CR 31 (E)	40
	Dorance Road	40
	CR 29	40
	CR 27	40
	Andrews Lane	40
	RM 22-18081329	28
360342	Brennan Rd (Lt)	32
	Hamilton Rd (Rt)	23
	Pompey Club (Lt)	21
	Pratts Falls Rd (Rt)	26
	Bush Rd (Lt)	29
	Coleman Hill Rd (Rt)	32
	Project End, RM 1151	32
360348	RM 1000, Rte 41, Project start	72
	RM 1007, Howe Rd.	22
	RM 1010, Eibert Rd.	28
	RM 1010, Rose Hill Rd.	32
	RM 1018, Willowdale Rd.	35
	RM 1026, Glen Cover Rd.	12
	RM 1029, Olanco Rd.	16
	RM 1039, Otisco Lakeside W.	24
	RM 1042, Otisco Valley Rd.	30
	RM 1047, Sevier Rd.	24
	RM 1051, Coon Hill Rd.	32
	RM 1057, Schuyler Rd.	28
	RM 1064, US Rte 20	90
	RM 1064, Rte 174 to US Rte 20 EB ramp	45
360360	NY RT 5&20 Rebate RM 1298	60
	William St. RM 1299 LT	32
	William St. RM 1299 RT	32
	E. Elisha St. RM 1300 LT	28
	E. Elisha St. RM 1300 RT	28
	E. Elizabeth St. RM 1301 LT	28
	E. Elizabeth St. RM 1301 RT	28
	W. Wright Ave RM 1302 LT	28
	E. Wright Ave RM 1302 RT	28
	N. Rd (106) RM 1306 RT	38
	Center St RM 1308 LT	46
	Powderly Rd RM 1310 RT	42
	Stark St. RM 1312 LT	54
	Mills Rd RM 1318 RT	40
	Brewers Rd RM 1328 LT	53
	Whiskey Hill Rd RM 1328 RT	48
	Edwards Rd RM 1338 LT	60

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
360360 (Cont'd)	9 Foot Rd RM 1339 RT	65
	Bonnell Rd RM 345 LT	60
	Blue Sky Rd RM 1353 RT	50
	Millard Rd RM 1356 LT	130
	Millard Rd Spur RM 1358 LT	48
	Pre Emption St. Rebate RM 1361	50
360361	High St RM 1003 RT	48
	NY RT 90 RM 1004 RT	75
	W. Loop Rd RM 1004 LT	46
	E. Loop Rd RM 1012 RT	50
	NYS Thruway Bridge W RM 1013	60
	NYS Thruway Bridge E RM 1014	60
	O'Connor Rd RM 1015 RT	62
	Creek Bridge RM1015	70
	Creek Bridge RM 1015	70
	Old State Route 31 RM 1017 RT	56
	Mentz Church Rd RM 1021 RT	65
	Thruway Rest Stop Dr RM 1022 LT	80
	Mills Rd RM 1023 RT	45
	Lasher Rd RM 1032 RT	30
	Trumble Rd RM 1032 LT	30
	Baptist Hill Rd RM 1039 RT	45
360362	Booth Rd RM 1010 Rt	54
	Tucker Hill Rd RM 1014 Lt	45
	Owasco Lake Inlet Bridge South RM 1019	34
	Owasco Lake Inlet Bridge North RM 1019	34
	Stony Hill Rd RM 1019 Rt	64
	Old State Rd S. RM 1022 Rt	64
	Cat Path Rd RM 1028 Lt	52
	Old State Rd N. RM 1029 Rt	42
	Cruthers Rd RM 1034 Lt	72
	Owasco Lake Inlet Bridge Limits RM 1035	34
360364	Begin RM 1090	28
	Dublin Hill Rd RM 1091 Lt	55
	Scipio/Venice Rd RM 1091 Rt	55
	Sherwood Rd RM 1096 Lt	65
	Sherwood Rd RM 1096 Rt	65
	Goose Lane RM 1105 Lt	55
	Levanna Rd RM 1111 Lt	55
	Center Rd RM 1111 Rt	55
	Gray Rd RM 1119 Lt	45
	Kings Corner Rd RM 1123 Lt	54
	Manchester Rd RM 1123 Rt	54
	Chase Road RM 1133 Lt	45

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
360364 (Cont'd)	Walters Road. RM 1135 Rt	45
	Great Gully Rd RM 1139 Lt	55
	Mosher Rd RM 1139 Rt	55
	Ridge Rd RM 1142 Lt	80
	Ridge Rd Spur. RM 1143 Lt	60
	Fleming-Scipio Townline Rd RM 1152 Lt	75
	Fleming-Scipio Townline Rd RM 1152 Rt	75
	Cork Street Spur RM 1159 Rt	45
	Cork Street RM 1160 Rt	55
	Van Liew Rd Spur RM 1164 Lt	45
	Bluefield Rd RM 1164 Lt	80
	End (Route 34) RM 1177	120
360367	1072 Project start	75
	1073 Washington St	102
	1081 Unnamed St	21
	1097 Congdon Lane	33
	1105 Ely Rd	42
	1105 Gallagher Rd	57
	1112 Bennie Rd	56
	1124 Starr Rd (LT)	35
	1124 Starr Rd (RT)	35
	1127 Project ends	35
360373	No rebates	
360374	Project Limits, Onondaga County Line RM 1000	38
	Wiggins Rd RM 1002 West	48
	North Road RM 1007 East	40
	12 Corners Road (S.) RM 1007 West	36
	12 Corners Road (N.) RM 1007 West	40
	Gahwiler RD RM 1007 West	28
	Valentine Rd (S.) RM 1013 West	20
	Valentine Rd (N.) RM 1016 West	38
	Martin Rd RM 1016 East	46
	Rochefeller Rd RM 1028 West	62
	Gleason Dr. RM 1029 West	20
	Brookhollow RM Dr. (S.) RM 1030 West	20
	Brookhollow Dr. (N.) RM 1031 West	22
	Dutch Hollow Bridge S. RM 1031	38
	Dutch Hollow Bridge N. RM 1031	38
	Burtis Point Rd RM 1032 West	30
	Old State Rd (N.) RM 1033 West	50
	Old State Rd (S.) RM 1035 West	50
	Honeysuckle Rd RM 1035 East	32
	Waters Edge RM 1035 West	18
	Fire Lane 9A RM 1039 West	20

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
360374 (Cont'd)	Fire Lane 8 RM 1041 West	20
	Fire Lane 7 RM 1041 West	20
	Fire Lane 6A RM 1042 West	18
	Fire Lane 6B RM 1042 West	18
	Fire Lane 5 RM044 West	20
	Fire Lane 4 RM 1045 West	20
	Swartout Rd RM 1045 East	35
	Fire Lane 3 RM 1047 West	20
	Fire Lane 2 RM 1049 West	24
	Bevier Rd RM 1055 East	30
	Willowbrook Dr RM1055 West	62
	Fire Lane 1B RM 1055 West	24
	Glenbrook Dr. (S.) RM 1055 East	30
	Glenbrook Dr. (N.) RM 1056 East	30
	Firelane 1B RM 1057 West	25
	Suckerbrook Bridge (S) RM 1059	36
	Suckerbrook Bridge (N) RM 1059	36
	Oakridge Rd RM 1060 East	50
	Emerson Park Dr RM 1065 West	80
	White Bridge Rd. RM 1067 West	85
360375	No rebates	
360378	No rebates	
360382	3070 Project start	34
	3084 LT (Kenney Brook Rd)	32
	3098 LT (Tully-Truxton Rd & Academy St),	95
	3099 Rt (RR St)	30
	3100 LT (Prospect St)	27
	3100 RT (Chenango Rd)	53
	3102 LT (Route 91)	35
	3105 Rt (Bells Mills Rd)	22
	3112 Project end	34
360384	No rebates	
360385	Begin Project RM 1015	40
	East Ave W RM 1016 Rt	30
	East Ave E RM 1016 Rt	30
	Packwood Road RM 1028 Lt	60
	Brewer Rd RM 1034 Lt	55
	Reed Rd RM 1043 Lt	45
	End Project RM 1051	40
360386	1000 Project start	56
	1001 James St	28
	1003 Montgomery St	30
	1004 Wellsley Drive	28
	1005 Maple Ridge Rd	36

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
360386 (Cont'd)	1010 Livermore Rd (LT)	41
	1010 Livermore Rd (RT)	41
	1012 Bradshaw Rd	36
	1020 McClintok Rd spur	31
	1020 McClintok Rd	50
	1020 Orion Drive	35
	1020 Project end	32
423709	N. Canal Bridge Joint - South Project Limit	42
	E. Curb Line	550
	W. Curb Line	550
	W. Telegraph Rd	85
	E. Telegraph Rd	72
	Skillington Rd	86
	Route 104 - North Project Limit	120
5V1811	Project Limit - Ellicottville NVL	47
	219 at 242	44.5
	Project Limit - Just S Of Beaver Meadows Rd	51
5V1812	Project South Limit - BIN 1011659	70
	Project North Limit - Olean NCL	74
5V1813	Project West Limit	40
	BIN 1062731 - West	40
	BIN 1062731 - East	40
	Project East Limit	40
5V1814	Exit 24: EB I-86 off ramp Begin	28
	Exit 24: EB I-86 off ramp End	108
	Exit 24: EB I-86 on ramp Begin	78
	Exit 24: EB I-86 on ramp End	28
	Exit 24: WB I-86 off ramp Begin	28
	Exit 24: WB I-86 off ramp End	108
	Exit 24: WB I-86 on ramp Begin	128
	Exit 24: WB I-86 on ramp End	28
	Exit 25: EB I-86 off ramp Begin	28
	Exit 25: EB I-86 off ramp End	64
	Exit 25: EB I-86 on ramp Begin	115
	Exit 25: EB I-86 on ramp End	28
	Exit 25: WB I-86 off ramp Begin	28
	Exit 25: WB I-86 off ramp End	90
	Exit 25: WB I-86 on ramp Begin	121
	Exit 25: WB I-86 on ramp End	28
	Exit 26: EB I-86 off ramp Begin	30
	Exit 26: EB I-86 off ramp End	33
	Exit 26: EB I-86 on ramp Begin	33
	Exit 26: EB I-86 on ramp End	30
	Exit 26: WB I-86 off ramp Begin	28

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
5V1814 (Cont'd)	Exit 26: WB I-86 on ramp End	28
	BIN 1092099 (North)	64
	BIN 1092109 (South)	90
	Ramp Terminal @ NY 16	95
5V1821	Project limit Exit 9 x2@30	60
	17 5211 1202 BIN 1071921 x2 @30	60
	17 5211 1202 BIN 1071922 x2 @30	60
	17 5211 1205 BIN 1071890 x2 @30	60
	17 5211 1214 BIN 1091890 x2 @30	60
	17 5211 1214 BIN 1091880 x2 @30	60
	17 5211 1224 BIN 1091902 x2 @30	60
	17 5211 1224 BIN 1091901 x2 @30	60
	17 5211 1243 BIN 1091911 x2 @30	60
	17 5211 1243 BIN 1091912 x2 @30	60
	17 5211 1251 BIN 1091921 x2 @30	60
	17 5211 1251 BIN 1091922 x2 @30	60
	Exit 10 off Ramp BIN 107890 x 2@20	40
	Project limit Exit 11 x2@30	60
5V1822	Project West Limit	60
	17 5201 1280 BIN 1091841 x2 @26	52
	17 5201 1280 BIN 1091842 x2 @26	52
	17 5201 1284 BIN 1091851 x2 @26	52
	17 5201 1284 BIN 1091852 x2 @26	52
	Project East Limit x2@40	80
5V1823	Project South Limit	60
	60 5201 3010 BIN 1027780 x2 @57	114
	60 5201 3038 BIN 1027790 (Project North Limit)	55
5V1824	Project West Limit	50
	17J 5201 2053 BIN 1014400 x2 @45	90
	17J 5201 2047 BIN 1014390 x2 @42	84
	Project East Limit	50
5V1831	Project West Limit	75
	Plaza Asph Dwy - N side of NY 5 - West	88
	Plaza Asph Dwy - S side of NY 5	105
	Driveway to Car Dealer	78
	Plaza Asph Dwy - N side of NY 5 - East	55
	Bryant and Stratton Way	73
	Driveway to Dealer/Apartments	89
	Westwood Dr	70
	Susan Dr	86
	Arondale	55
	Harris Hill South	94
	Harris Hill North	82
	Nottingham Terrace	155

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
5V1831 (Cont'd)	Sidewalk along N side of NY 5 - E of Harris Hill	315
	Circle Ct	67
	Connection Dr	89
	Overlook Dr	79
	Roxbury Dr	82
	Cameron Dr	86
	Shimerville South	105
	Shimerville North	101
	Barton	82
	Project East Limit	55
5V1832	Project South Limit	55
	BIN 1043940 Approach Begin	108
	BIN 1043940 Approach End	95
	Northbound Ramp to I-190 South	11.5
	Southbound Ramp to I-190 South	19
	Project North Limit	60
5V1841	Project Limit @ Rte 5	80
	Project Limit @ Rte 20	100
5V1842	Project limit @20 5302 1623	100
	Hazel Court x2 @ 65' (west side)	130
	Crofton Dr (east)	30
	Leydecker (east)	116
	Reserve Rd (west)	90
	NY 187 (west)	102
	Project limit @ BIN 1015520	75
5V1851	Project South Limit	83
	Project North Limit	62
6V1741	RM 63-6401-1008 (Begin)	32
	RM 63-6401-1040 (End)	36
6V1842	RM 21-6402-3212 (Begin)	32
	*End will be milled	
6V1911	*Begin will be milled	
	*End will be milled	
6V1913	*Begin will be milled	
	19-6101-1455	30
6V1931	RM 227-6301-1000 (Begin)	32
	RM 227-6301-1017 (End)	32
	RM 227-6301-1039 (Begin)	34
	RM 227-6301-1060 (End)	34
6V2031	RM 228-6301-1063 (Begin)	34
	*End will be milled	

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
7V1711	RM 1374 - 66 ft.: Project Begin	53
	RM 1374: Cross Over SB Side	132
	RM 1374 + 481: Ramp to Export Control and Gore	40
	RM 1374 + 361: Along Concrete Barrier	380
	RM 1375 + 80: End of Concrete Barrier to Lane from Security Booth	40
	RM 1375 + 80: Along Curb	631
	RM 1375 + 404: Cross Over SB Side	65
	RM 1378 + 183: Cross Over at Border	95
	RM 1378 + 183: Project End	143
7V18W1	No Rebates Required	
7V18W2	RM 1145 & 1149, Project Termini	2@60
7V18W4	No Rebates Required	
7V1811	RM 1000 & 1038, Project Termini	2@30
	RM 1000, Offset at County Line Rd., Cooper Rd. 20' into County Line Rd.	2@40
	RM 1003, Sturges Way, 4' From edge of shoulder	20
	RM 1005, Harrigan Rd., Offset behind joint	30
	RM 1016, Ryan Rd., Behind Stop Bar	30
	RM 1016, Tracey Rd., Offset 6' from edge of shoulder	30
	RM 1022, Bohen Rd., Offset 6' from edge of shoulder	30
	RM 1028, Sancomb Rd.	30
	RM 1031, Patnode Rd.	40
7V1813	RM 1032, Potabeau Rd.	40
	RM 1156 & 1186, Project Termini	2@34
	RM 1157, Plank Rd., Offset 20' from edge of shoulder	60
	RM 1160, Wilfred King Rd., Offset 10' from edge of shoulder	40
7V1821	RM 1157, DOT Drive, Offset 10' from edge of shoulder	30
	RM 1052, Project Begin	40
	RM 1103, Project End, Rte. 11 Intersection	142
7V1822	Trout River Bridge at RM 1055	2@35
	RM 1283, Project Begin, Rte. 186 Intersection	105
7V1823	RM 1350, Project End	29
	RM 1136 & 1156, Project Termini	40

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
7V1830	RM 3267, Project Begin (WB & EB Lanes)	2@56
	RM 3268 EB, I81 SB On Ramp	28
	RM 3269 EB, I81 SB Off Ramp	28
	RM 3269 WB, I81 SB Off Ramp	28
	RM 3270 EB, I81 NB On Ramp	28
	RM 3270 WB, I81 SB On Ramp	28
	RM 3271 WB, I81 NB Off Ramp	28
	RM 3272 EB, I81 NB Off Ramp	28
	RM 3272 WB, I81 NB On Ramp	28
	RM 3272.5, NY State Police Barracks Entrance	65
	RM 3274, Price Chopper Entrance	2@65
	RM 3284, St. Lawrence Park Rd.	65
	RM 3292, Point Vivian Rd.	65
	RM 3299, Keywadin State Park Entrance	65
7V1831	RM 1351, Project Begin	3@56
	RM 1362, Co. Rte. 2	65
	RM 1362, Barn Settlement Rd.	65
	RM 1367, Reynolds Rd.	65
	RM 1375, Taylor Rd.	65
	RM 1379, Bailey Settlement Rd.	65
7V1832	RM 1046, Project Begin	56
	RM 1050, Snell Rd.	65
	RM 1059, Dano Rd.	65
	RM 1076, Project End	56
7V1833	No Rebates Required	
7V1841	RM 1222, Project Begin	44
	RM 1224, Clinton St.	88
	RM 1224, Bridge Over Mill Creek	2@40
	RM 1233, Bardo Rd.	64
	RM 1240, Gordon Rd.	62
	Int. Rte. 177	130
	RM 1245, West Rd.	110
	RM 1246, Project End	44
7V1842	RM 1070, Project Begin, Jct. Rte. 26	160
	RM 1077, Payne Rd.	75
	RM 1080, East Rd.	2@104
	RM 1084, Hoskins Rd.	104
	RM 1093, Project End, Jct. Rte. 12	84
7V1843	RM 1087 & 1114, Project Termini	2@40

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
7V1851	RM 1210, Project Begin	40
	RM 1211, Bridge Approach	40
	RM 1212, Bridge Approach	40
	RM 1220, CR 60 Intersection	75
	RM 1260, CR 61 Intersection	100
	RM 1260, Project End	40
7V1852	RM 1485, Project Begin, Bridge Approach	40
	RM 1485, Old Market Rd. Intersection	100
	RM 1490, Wells Rd. Intersection	100
	RM 1510, CR 47 Lt. Side	100
	RM 1520, CR 47 Rt. Side	100
	RM 1521, Project End	40
7V1853	RM 1235, Project Begin	28
	RM 1263, Kearney Rd. Int.	65
	RM 1263, Gravel Rd. Int.	65
	RM 1268, Elmdale Raceway Rd. Int.	50
	RM 1272, Locke Rd. Int.	50
	RM 1275, Yellow Lake Rd. Int.	50
	RM 1291, Pine Hill Rd. Int.	50
	RM 1294, Rastley/Hurst Rd. Int.	100
	RM 1305, CR 10 Int.	2@100
	RM 1311, Tulley Rd. Int.	50
	RM 1315, Pleasant Lake Rd. Int.	50
	RM 1317, Parker Rd.Int.	50
	RM 1322, California Rd. Int.	100
	RM 1322, CR 8 Int.	100
	RM 1328, Project End	28
7V1854	RM 2264, Project Begin	28
	RM 2268, CR 29 Int.	100
	RM 2270, Vebber Rd. Int.	75
	RM 2274, Glenmeal Rd. Int.	75
	RM 2281, Orebed Rd. Int.	75
	RM 2286, Brown Rd. Int.	75
	RM 2294, Corcoran Rd. Int.	75
	RM 2303, Main St. Int.	100
	RM 2307, Gulf Rd. Int.	100
	RM 2307, Project End, Rte. 56 Int.	125
7V1855	RM 1086, Project Begins	28
	RM 1098, Spile Bridge Rd. Int.	75
	RM 1120, Wardell Rd. Int.	75
	RM 1123, CR 10 Int.	300
	RM 1126, Project Ends,	28

10.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (ft.)
881404	Bloomingburg Road	100
	Rte 17 EB On/Off Ramp	132
	Rte 17 WB On/Off Ramp	130
	Goshen Turnpike	60
	Stone Schoolhouse Road	70
	Banke Road	60
	Youngs Lane	43
	Long Lane	68
	Seaman Road	67
	Robin Drive	40
	Route 302	115
9V1821	Project Start Village Line	40
	Afton Lake Road	42
	Afton Lake Road	39
	Algerine Street	75
	Elm Drive	65
	Cornell Drive	55
	Project End BIN 1003820	30
9V1824	Project Begin	35
	Guilford Road	75
	General Clinton Park	46
	General Clinton Park	40
	Dingman Hill Road	70
	Algonkin Motel	220
	BIN 1003850 Begin	44
	BIN 1003850 End	44
	Lawrence Road	70
	Road at #3046	150
	Project End County Line.	37
9V1863	Begin Paving	40
	Brick House Hill Road	25
	End of Paving	40
9V1864	Begin Paving	34
	Delhi Drive	35
	End of Paving	34
9V1866	Begin Paving	40
	Fuller Road	25
	Moxely Street	25
	Peraglia Road	25
	Meade Road	25
	Baldwin Road West	25
	End of Paving	28